



Hangar Soaring

August 2019

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOCIATION.

<https://womensoaring.org/>

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Frauke Elber

Beginning and End of a Flight (see Kristin Farry's report from the WSPA seminar)



2019.07.04 19:13

Margarett Roy

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

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Badges, recorded through August 2019

B Badge
Julie Kinder
Rebecca L. Kinder, CO

Symons Award
Lennie 1
Ute Kaden 28,248 ft



You can win this trophy
For rules and application go to

www.womensoaring.org

President's note



Hello to all our members, associate members and friends. I hope everyone is enjoying the summer and finding some pleasant soaring days despite the widespread heat and excessive rain fall. Those of us lucky enough to attend the 2019 WSPA seminar at the St.Louis Soaring Association (SLSA) last month experienced all three of those conditions every day! Morning and early afternoon soaring and training flights in the heat were temporarily halted (or ended) by dramatic thunderstorms. Some of us on the ground got

way too close to the lightening, but luckily no was injured!

Our seminar hostesses, Charlotte Taylor and Anne Mongiovi (with the support of their husbands, club members, speakers and WSPA helpers) kept us flying, learning, eating, and socializing. An impressive amount of classroom briefings, Condor simulator flights, FAA Wings credits, student flying progress, flight reviews, SSA badge work, and personal flying were achieved. As usual, the food was plentiful and delicious, and the limericks were entertaining. I encourage everyone to schedule time to come and enjoy future seminars. Watch for upcoming dates and details. Margaret Roy is making plans for the 2020 seminar at the New England Soaring Association in Springfield, Vermont. Ulrike Franz plans to host us in Germany for the 2021 seminar.

Hopefully you have checked out our new web site. (www.womensoaring.org).

Thanks to Melanie Nichols and Colleen Koenig for getting that up and running. Starting next summer, the Board voted to add a members-only, password-protected section to the site which will include a WSPA membership roster. The roster will include name, state, and email address. Each member will have the choice to opt out of the entire roster or of any part of the listing. You will be asked for your choice as part of the 2020 membership renewals. We badly need one or two members to help with posting, editing and social media for the web site. Please contact any Board member if you are willing to help Melanie and Colleen with this important function.

The board also discussed how to improve the association's encouragement and recognition of outstanding flights by our members. We need ideas from the membership on how to best meet these goals. Our only trophy, The Anne Morrow Lindbergh (AML) Challenge Trophy, was first awarded in 1987 but has only been awarded 13 times since. There has been no recipient since 2013! The trophy recognizes the WSPA member with the longest handicapped cross-country flight of the year. Because the flight is handicapped for both pilot experience and glider

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From the Editor

The 2019 seminar is behind us and it was very successful. (More about the seminar can be read further inside Hangar Soaring).

This was the 42. Seminar and I just realized that I attended 21 of them. Margaret Roy probably beats me by far with the most seminars attended.

My first seminar was in 1990 at Bermuda High in South Carolina. There, the flying participants were paired with competition pilots and led around a given course. I had brought our Ka8 and had a "leader" all to myself. It was a lot of fun and I learned a lot.

I attended all three Caesar Creek seminars. They had great facilities. I hope they will host a seminar again.

My first seminar west of the Mississippi had us (Wolf and me) travel to Black Forest gliderport in Colorado in 1993. Because of the large attendance we flew from three different gliderports.

At Sugarbush, VT in 1995, I had my first and only wave flight and also the harrowing experience to fly my very light Ka8, while still in tow, through a rotor right over the runway. Due to the topography of Sugarbush, I could not release and land, I had to hang on. After landing, the tow-pilot told me: "I felt so sorry for you behind me" and I answered: "I felt sorry for myself too".

In 1999 my club, TSS, hosted the seminar on a very short notice, since no other club volunteered. We had no facilities, no fancy gliders. The local church helped out. And we were lucky, that NASA Langley Research Center became our main sponsor and made several of its facilities available for visitation, including the Virginia Air and Space Center (including 2 IMAX films) for our banquet.

The 2003 seminar in Moriarty will stay in my memory be-

End-of-the-Year FINANCIAL REPORT
Fiscal Year: July 1, 2018 to June 30, 2019
 By Mary Rust - 6/30/2019

Income = \$ 24,849.00			
Briegleb Schol.	\$ 770.00	SLSA Sem. Reg's.	\$ 10,570.00
Gen. Op. Fund	\$ 881.00	Mem. Renewals	\$ 2,456.00
Gen Schol. Fund	\$ 204.00	A. Moore Ct. Pymt.	\$ 166.00
Judges Grants	\$ 250.00	Sky Ghost Schol.	\$ 20.00
LIFE Mem's.	\$ 2,130.00	WSPA Store	\$ 423.00
New Youth Mem's.	\$ 124.00	WWGC Schol.	\$ 6,567.00
New Mem's.	\$ 272.00		
Outside Vendors	\$ 16.00		

Expenses = \$18,827.78			
Cash Box	\$ 100.00	HS Printing	\$ 386.14
Faber Schol.	\$ 1,500.00	Posters	\$ 217.50
Gifts & Pins	\$ 391.40	TTSA Sem.	\$ 5,733.94
Judges' Grants	\$ 750.00	SLSA Sem.	\$ 1,400.00
Kolstad Schol.	\$ 2,801.84	Sky Ghost Schol	\$ 1,333.80
Office Mgmt.	\$ 545.11	SoaringNV	\$ 767.00
PayPal Fees	\$ 341.03	Tax Prep. & Filing	\$ 300.00
Gen. Postage	\$ 132.18	TFM Schol.	\$ 1,821.70
HS Postage	\$ 174.64	Website	\$ 131.50

June 30, 2019 Assets	
Compass Bank Checking	\$ 41,236.33
Compass Bank Saving	\$ 13,639.41
Schwab Investments	\$ 117,465.49
TOTAL ASSETS	\$ 172,341.23

June 30, 2019 Liabilities	
Scholarships	\$ 6,750.00
Seminars	\$ 5,000.00
TOTAL LIABILITIES	\$ 11,750.00

NET (assets - liabilities)	\$ 160,591.23
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cause it was the beginning of our friendship with Colleen Koenig. Maybe she will tell what unexpected effect that had on her future life.

The 2004 seminar was at Harris Hill and it was there that we had the first large overseas contingency participating: Germany, Switzerland and Slovenia. It was the beginning with our Slovenian connection that led to the seminar in 2009 in Slovenia.

So far, I have attended all three seminars at Chilhowee, TN.

Attending the 2007 and 2010

seminar, Wolf and I got to see a big part of the American West, spending weeks on the road with our motor home.

Until 2014, Wolf went to all the seminars with me, including Slovenia and Canada.

2015 in Minden was the first one I went alone due to Wolf's failing health.

With another overseas seminar in sight, I hope that my health will hold and that, in 2021 I can attend that one too.

Frauke

(Continued from page 2)

performance, all WSPA members who fly cross country have a chance of winning the trophy. The intent was to encourage members of all experience levels to participate. Our web site has details and the application. I am determined we will make an award for 2019/2020. Please check out the rules and submit your flights! Let me know of any questions or suggestions.

It was agreed that a second trophy should be started. The purpose, name and design of the trophy is yet to be decided. Three members have volunteered to finance the trophy creation. What do you think should be the goal of this new trophy? Recognizing the WSPA member with the highest OLC score was suggested as a way to recognize our best pilot while making the application process easy. Let me know your thoughts and if you would be willing to be on the trophy committee..

Cathy

Welcome New Members

- Cody Bartmann, VA***
- Edie Bartmann, VA**
- Kayli Bartmann, VA***
- Annabelle Harbold, DC***
- Melanie Nichols, OK**
- Holly Peterson, Canada**
- Alventina Ruben, Germany**
- Keri Saunder, MO***
- Violet Walker, MD***
- Julie Kinder, CO**
- Rebecca Kinder, CO**

*denotes seminar attendees

New Life members

- Susan Simons**
- Jennifer Hunt**
- Allendria Brunges**
- Irit Abramowich**

WSPA has presently 46 life members



Alice Palmer Great newsletter, Frauke! I really liked your tribute to Charlie. I didn't know him personally but read about his exploits often in Soaring. He is missed!

CarolAnn Garrat Thanks for the newsletter. Great and informative as always!!

Cathy Williams Another remarkable Hangar Soaring! I also miss Charlie. Will never forget how it felt to hear "CL good start" or "CL good finish-welcome back!"

Pat Valdata Congratulations on the new hangar name! Very well deserved!

NEWS FROM THE SCHOLARSHIP COMMITTEE

In 1998 the WSPA Board decided to form an official Scholarship Committee even though they had been awarding scholarships to women attending the annual Women Soaring Seminar since 1990. Phyllis Wells was honored to be asked to be the Committee Chair. She has served in that capacity ever since, but now has decided it is time to retire. She is happy to announce that Alice Palmer will be taking over the position of Committee Chair.

Alice has a long history in soaring. Growing up in Colorado with a father who was a glider pilot, Alice was involved at an early age in activities at the Black Forest Gliderport. It was there she learned to fly gliders. When she earned her degree in meteorology she provided weather for anyone who asked. When she became an A&P she helped maintain and

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2019 Scholarship Recipients by Phyllis Wells

Maria Faber Scholarship, \$750



Judith Galbraith from Pennsylvania currently flies with the Pittsburgh Soaring Association. Private Glider license with A, B & C and Bronze Badges. Working on Silver Badge. Goal: to advance in cross country skills, compete in 1-26 contests, and enjoy soaring. Cathy Williams at Mid-

Atlantic Soaring is her mentor.

Sky Ghost Scholarship, \$750



Rachel Rosenzweig from Maryland. Flies at Eastern Soaring Center in West Virginia. Student Pilot license, FAA Knowledge Test and solo flights. Very involved in CAP and community service. Goal: to obtain Private Glider license this summer.

Rachel writes:

I am currently working with Mr. Brian Collins at Eastern Soaring Center in Petersburg, West Virginia. I fly a Twin Lark using a winch launch. I soloed with him on Labor Day 2018. I passed the FAA written exam on my first try in January 2019. I am planning to achieve my glider pilot license in August 2019.

My most recent flight was a good one. On June 2nd 2019, I was 6,000 feet MSL (mean sea level). It was a 1.5 hour flight. Brian Collins said it was a silver altitude because from the low spot to highest height achieved was in excess of 1000 meters (3300ft). I saw the birds and took the strong thermals alongside them - very surreal. I don't know why we call them bird brains, they knew exactly what to do and I simply followed! I'm very fortunate to receive the Sky Ghost scholarship to offset the costs of soaring. I feel like I'm growing up in the perfect corner of the world with lots of opportunities to take to the skies. Scholarships, like Sky Ghost, make it within reach for aspiring pilots to get their license.

Marcy Capps from Massachusetts. Flies with Greater Boston Soaring Club. Student Pilot license, FAA Knowledge Test, and several solo flights. Attending community college to become an A&P, in charge of Tow Plane maintenance at club, involved with club since 2015. Goal: short term, obtain Private license; long term CFIG.

Marcy writes:

I'm nineteen years old, I'm currently studying Aircraft Maintenance Technology at Nashua Community College. By May of 2020 I'll have an Associates degree and my Airframe and Powerplant Technician certificates.

I always wanted to be a pilot, so when I stumbled across the Greater Boston Soaring Club in 2015, I immediately joined the Juniors program which allows high school students to work on the weekends and pay for tows. I've been flying there ever since, and I plan to stay with the club for many years.

Lindsey Gordon from Maine. Attended the Sugarbush Youth Camp

2018. Upon completion received the **WSPA Youth Camp Scholarship** of \$400 to use to continue training. This summer she is too old to attend the camp again so she will train as an individual at Sugarbush. Has Student Pilot license and is working with WSPA member Jen Stamp at Sugarbush to prepare for the FAA Knowledge Test. She is a student at Norwich University in Vermont. Cathy Keller is her Mentor.

Mid Kolstad Scholarship, \$1500



Andrea Garcia from California, planning to take glider training at Southern California Soaring in Llano CA. Has Commercial & Instrument ratings for ASEL, ASES, AMEL and Private license for Rotorcraft Helicopter. Very involved in supporting all women in aviation, active in 99s, WAI and recently joined WSPA. High achiever. Has a degree in Music but earns her living in aviation.



Teresa and Mike Bamberg, DPE

Terresa Morgan Terresa Morgan, from Oregon, flies with the Willamette Valley Soaring Club (WVSC) and has been an active member since 2016. She received the WSPA Judges Award of \$500 in 2017 for her hard work towards soloing and in working towards passing the FAA Knowledge Test which was accomplished in October, 2018. On June 8th, 2019, she passed her Practical and now holds a Private Pilot Glider rating. She just recently received her SSA Bronze Badge and is taking instructions in cross-country soaring. She has navigated the ridges of the Steens Mountain in Southern Oregon and wishes to one day compete in glider competitions. Her next goal is to obtain a commercial rating. She flies a Libelle 201 and is a ship captain of a Junior.

Teresa wrote on June 26, 2019

I passed my practical test on June 8th and now I'm diligently working on my SSA Bronze badge!

I have had 2-two hour flights logged and I have accomplished the 3 precision landings viewed from the ground by my CFIG.

Four landings total - 3 within the required 500 ft. however the first landing I touched down just 50 ft. short of the cone, but the rest were spot on!

Now I have two more precision landings that will have to be accomplished with my CFIG in the cockpit, and the altimeter covered.

Ha! No problem - I've got this! Then its on to taking the written SSA test for the bronze. My eyes are set on the Silver as well.

However, my main focus will be to receive more XC training, get me outside of my comfort zone, and beyond final glide.

I have the tools and the know-how, I just need to execute it and learn some tricks of the trade. I've got a great group of XC pilots in our club that will guide me, and a CFIG that will be working alongside me this summer.

I am currently checked out in Junior and a 1-26, but soon to be checked out in our club's Libelle! My goals wouldn't remotely be possible without the generous scholarship that was awarded me. Warm hugs to all of the board members for their decision and their belief in me. I am so appreciative and honored. I will use every dime to it's fullest potential!



Diana Lauren from Texas. – Flies with the Refugio Soaring Club in SE Texas

where she has been a member since 2015. Weather conditions, lack of instructors and tow pilots, etc. have slowed her progress but not her determination. She has her Student license, FAA Knowledge Test and has soloed. She plans to use her scholarship funds to continue lessons at Arizona Soaring near Phoenix. Diana was willing and excited to be on the ballot for the most recent WSPA elections but she did not win.

Diana attended the Women Soaring Seminar this summer.

(Continued from page 3)

repair club gliders. She has served in a variety of offices in Black Forest Soaring Society and for a number of years worked as the manager of the club's commercial operation. As a member of WSPA, Alice helped organize the Women Soaring Seminar in 1993 at Black Forest. She served as a judge for the 2019 scholarship applications. Alice and her husband Mark recently attended the 2019 seminar in Highland Illinois. They brought a newly acquisitioned DG 300.

A recent change is in the due date for applications.

To make scholarship money available earlier in the soaring season we have moved the due date for applications to March 15. This means that recipients will be chosen and can start using scholarship funds by April 1. The new WSPA web page will allow members to apply online which will make the process more efficient and timely.

Contact **Alice Palmer** at (scholarships @womensoaring.org).

More information in the November Hangar Soaring and on the webpage.

In the News

IN MEMORIAM

George Allan Taylor
January 8, 1932-June 9, 2019

WSPA's heartfelt condolences go to Kathy Taylor at the death of her husband George. George was an enthusiastic ambassador of soaring and a long-time supporter of WSPA attending several seminars together with Kathy, serving frequently as instructor. He and Kathy attended many SSA conventions and thus WSPA breakfasts.

George and Kathy were married and sharing the joy of soaring for 48 years



Ulrike Franz, Britta Schlenker and Sarah Arnold flew a 3 seated ridge record at Chilhowee Gliderport. (is there a category for a 3 seated record? Ed.)

Also, from Ulrike came this note:

Living overseas the last two years, I was surprised to learn that the female section in our club in Germany grew from 3-4 average to 11. (all potential members! :-))) 6 have the license, 5 are students!

Rachel Rosenzweig

This year, Rachel was one of two Michael Wallace scholarships. recipients This \$1000 scholarship is awarded to a young student age 14-22 years of age, who have a strong desire to learn to fly gliders.

Rachel Rosenzweig, is a 16 year old high school student in Poolesville, MD and a student pilot at Eastern Soaring Center, in Petersburg, WV.

Rachel wanted to fly when she was 10 years old but had to wait until she turned 12. She then joined (with permission of her parents) the Civil Air Patrol. Some pilots at the CAP encouraged her to learn to fly in gliders. She joined the Atlantic Soaring Club and soloed on Labor Day 2018. Rachel is planning to become an aeronautical engineer.

To apply for this scholarship contact: Art Wallace at artwallace.inc@icloud.com or 951 922 6004 (the second winner of this scholarship was 18 year old Rosie Fahey who flies with the Cleveland Soaring Society.)



Ariana Grimm

WINDSOR, VA - Tidewater Soaring Society's newest solo scholarship student, Ariana Grimm, is all smiles after successfully completing her first solo flight on June 29, 2019, in the club's Schweitzer 2-33. Appropriate water and shirt tail cutting rituals were performed. This solo flight was one highlight of the month which included High School graduation. Next stop: George Mason University. Congratulations to Ariana (L) and to her instructor Louise Hibbard

Award for Barbara Gordon and Sylvia Grandstaff

U.S. Naval Test Pilot School rotary instructor Barb Gordon was the Navy's first to receive the Army's Broken Wing Award during a ceremony June 6 at NAS Patuxent River. Highly regarded and rarely awarded, the Army gives the Broken Wing to aircrew who have minimized or prevented loss of life and aircraft through outstanding airmanship during inflight emergencies. Gordon's award marked the first time the Army presented the Broken Wing outside of the service. (Navy, ed.)

Col. John Jones, commanding officer of the Army's Redstone Test Center (RTC) in Redstone Arsenal, Alabama, presided over the ceremony and presented the award to Gordon, a former Navy lieutenant commander, who successfully recovered the UH-60L she was training a test pilot under instruction in Oct. 5, 2016.

"Barb and Sylvia (Grandstaff, an Army Helicopter pilot) displayed that flight test can be done safely without

(Continued on page 9)



The 2019 WSPA Seminar

Front row: Maggie Hettinger, Margaret Roy, Phyllis Wells, Mary Lauren, Violet Walker, Cody Bartmann, Kayli Bartmann, Tim Bartmann, Dakota, the dog.
Not identified

2nd row: Cathy Williams, Neita Montague, Lucy Anne McKowski, Elizabeth Tattersall, Frauke Elber, Diana Lauren, Annabella Harbold, Jennifer Hunt, Alice Palmer, Mark Palmer, Judith Galbraight, Karen Kalishek, Mary Rust, Mike Rust, Keri Sauder

3rd row: Roy Gereau, Charlotte Taylor, Frank Hettinger, Anne Mongiovi, Gene Franklin, Scott Manley, Patrick Gusenmeyer, Kristin Farry,

Not in the picture: Uli Franz, Britta Schlenker, Rolland Nakashima, Randy Owen, not identified



This year's seminar was held at Winet Airport, Highland, IL, home of the St. Louis Soaring Association (SLSA) about 45 min east of St. Louis, MO. Charlotte Taylor was our hostess, supported by Ann Mongiovi from the Silver Creek Glider Club about 15 miles to the north which provided ample support to the seminar. 32 registered participants attended the seminar (and a few one-day visitors). 7 participants brought their own gliders.

When I arrived Saturday, June 29th, several WSPA members were getting their check-outs. The WSPA store was already set up on the porch of the clubhouse.

The airport was established in 1945 and is now owned by and the home of the SLSA. The 2200 ft long turf airport is wide enough to have a separate power strip, glider-landing strips that can accommodate 3 parallel landing aircrafts and a take-off lane. The club owns two big hangars and a clubhouse. Hangar space was provided for the visiting planes. For the first time the club was hosting any outside venture and its members were accordingly nervous about the invasion by so many strangers. But the nervousness waned quickly, when both sides became a fine-tuned team during the week.

A Board of Director's meeting was set for Sunday evening, hosted by Anne Mongiovi, from the Silver Creek Glider Club at her home in Troy..

Monday July 1, the seminar began with a 9 o'clock mandatory briefing familiarizing the visitors with the glider club operation and facilities. Charlotte Taylor, our hostess, introduced Scott Manley (of Condor fame), who was going to spend the whole seminar week with 4 Condor computer set-ups on loan from the SSA to introduce pilots interested in flying and learning to fly with the Condor program. Following the briefing, Kristin Farry, rigging her 1-26 Fire-bird, demonstrated for the participants in the Wing program how to rig a glider (a requirement for Wing credits). Flying throughout the week commenced about 11:00 AM and when not terminated by thunderstorms lasted until early evening.

Lunch and dinner were provided at the gliderport after the motto "make your own from the ingredients provided" ("and don't forget to wash your dishes afterwards since we opted not to contribute to the waste created by disposable ware".)

The rest of the week followed very much the same pattern. Tuesday we had the first off-field landing. Pat Gusenmeyer in his Libelle landed out. Dinner that evening was at the Silver Creek Glider Club's clubhouse. A short annual meeting was held that evening. WSPA member Ulrike Franz and her friend Britta Schwenker arrived for a short visit.

On Wednesday morning Ulrike presented a seminar proposal for 2021 in Germany with a slide show of the beautiful surroundings of her home gliderport near Stuttgart. Ulrike and her husband Heiner are returning this summer to Germany for good. Margaret Roy presented a proposal for the 2020 seminar to be held at a yet undetermined gliderport in Vermont. (Check the WSPA webpage www.womensoaring.org periodically for updates as they become available). Also, that morning, Chester Lampkin, weatherman at the local Channel 5 KSDK gave a presentation on the local weather pattern. Little did he know what was going to happen that afternoon.

The afternoon provided for some excitement. Operation was conducted from the north end of the gliderport. Bringing the gliders back to the hangar before an approaching thunderstorm involved some long-distance walking. Everybody thought that we had a window of about 20 min. to get the gliders into the hangar, when suddenly a rogue lightning strike hit the airport knocking one person down and all the others bringing the glider back felt the electrical current surging through their bodies. Fortunately, nobody was hurt but it brought to everybody's attention that even when a storm is not yet right above you, it can be dangerous from a distance away.

At Thursday briefing a short video taken by the club's web camera was shown about the event the previous afternoon, in which the lightning strike could be clearly seen. Karen Kalishek talked about the requirements of the FAA Wing Program (https://www.faasafety.gov/WINGS/pub/learn_more.aspx).

Four WSPA members, Neita Montague, Elizabeth Tattersall, Cathy Williams, Karen Kalishek (plus five SLSA members) provided the instructions during the week.

Karen reports: "Nine WINGS eligible seminars were held during the WSPA annual seminar resulting in 130 WINGS knowledge credits earned by the attendees. In addition, numerous members received WINGS flight credit throughout the week and two members logged flight reviews through FAA WINGS which allowed them to enter a \$10,000 Sweepstakes".

That afternoon we had three off-field landings, Judith Galbraith, (in a field), Kristin Farry in their 1-26es (Kristin at an airport but couldn't be aero-retrieved because off approaching thunderstorms) ASK 21 in a soybean field. All landed safely and airport. Maggie Hettinger greeted every returning

At the Friday morning briefing the "outlanders" closed by noon, because of an approaching storm. that lasted for 2 hours and flooded wide areas. The ered, screened-in porch of the clubhouse was no tables in a hurry to keep our wares from being inside the clubhouse. I now have an idea what it marooned in the classroom inside the old hangar safely stored away before the storm hit. Fortunately, to the Silver Creek gliderport, were we were feasted and her helpers. Cathy Williams and Mary Rust small ones) to everybody present. The three best McKowski (for the third time). Violet Walker, the This year's raffle was a commemorative Apollo 11 winner was Allan Reeves. Thus, ended another great

The winning Limerick
The seminar at Highland was grand
We came from all over the land.
Great flying, great lectures, great hand outs
Then thunderstorms, lightning and landouts
 Lucy Anne McKowski

and Neita Montague with student Cody in SLSA's were back for the 4th of July picknick dinner at the crew with patriotic tunes played on a penny whistle. reported about their adventure. Flight operation This turned out to be the mother lobe of a rainstorm wind driven downpour was so severe that the cov-protection. We had to dismantle our merchandise soaked and destroyed. A big group found shelter must have been in Noah's Ark. Another group was while learning about air space. All the planes were the area drained fast enough that we all could drive with a catered dinner, organized by Anne Mongiovi handed out small token awards (and some not so limericks were read. And the winner was Lucy Anne youngest seminar participant drew the raffle winner. coin and postal stamp in a presentation case. The seminar.

A big Thank You goes to all the members from SLSA and Silver Creek Glider Club to make this seminar such a success:

Our hosts, **Charlotte Taylor** (and husband **Roy Gereau**, who tallied all the flights and had the bills ready at the end of the seminar). **Anne Mongiovi** (and husband **Gene Franklin**, who was there when ever anybody was needed and anything needed to be fixed).

The speakers, **Scott Manley** (coming from Florida spending the whole week with us); **Melissa Hanthorn-Schantz**, a local helicopter pilot, telling us about that life; **Chester Lampking**; weather man at the local Channel 5 talking about Midwestern weather; **Karen Kalishek** (WSPA) and **John Teipen**, talking about the perks of the FAA's FFAST/WINGS program.

The instructors, **Mel Burkhart**; **Jerry Bernatz**; **Don Moser**; **Rich Hehman** and **Larry Lightstone**;

The towpilots, **Jim Pavlison**; **Keri Sauder**; **Kirk Stant**; **Jerry Wall**; **Bob Frankovich**.

Ground ops, **Tim Wrenn**; **Rich Livingston**; **Don Moser**; **Larry Lightstone**; **Allan Reeves**; **Bruce Johnson**; **Jim St.Clair**; **Roger McGrew**; **Kirk Stant**; **Rick Hoffmann**; **Pat Brannan** and **Max Gieseke**.

Food providers, **Ann Brannon**; **Lin Munsell**; **Tom & Mary Lynne Dixon**; **Pat Oberman**; **Pat Brannon**; **Mike Rust** (WSPA) did the grilling.

Keeping the clubhouse clean, **Carol Patterson** and helpers.

Thanks also to the folks from Silver Creek who sent their towship and pilot twice and had us over for dinner twice at their clubhouse.

"It takes a village" to organize and run a WSPA seminar

(I hope I have not overlooked any of the amazing helpers. Manning the merchandise table, I met very few. Anyhow: Thank you to all including all the WSPA members who chipped in for a great seminar)

Cody Bartmann

On July 4, 2019, during the WSPA seminar in St. Louis, MO my instructor Neita Montague and I took to the skies off of runway 36 in an ASK-21. Our airfield, Higland-Winet (H07), was at an elevation of 540 ft MSL. We towed to 3500 ft., released, and began to head northeast.

Neita's main objective was to teach me thermalling techniques. Initially, we maintained good situational awareness as we found and used multiple thermals, managing to gain 1,200 feet. Neither of us were familiar with the area as it was our first time flying there, and eventually we realized that we had lost track of the airport. While there were good references such as a water tower and highway right next to the airport, the flat landscape made it more difficult to identify these markers the further out we found ourselves. Neita then demonstrated to me a very useful technique that she referred to as "dolphining". Dolphining is a technique to cover greater distances in shorter amounts of time without sacrificing too much altitude. It is straight-line-flight where we account for sink with airspeed, by flying faster in areas of sink and slower in areas of lift. We utilized this technique while searching for thermals earlier, and even more so as we began trying to find the airfield. We were surprised at how quickly we had lost track of the airfield and how our surroundings became

(Continued on page 8)

foreign.

We continued to search for the airfield, using any references we could. During our earlier briefings, one such reference was referred to as the "concrete compass": the highways, which were oriented almost exactly on the cardinal directions. H07 is situated right next to I-70, which we flew parallel to for the remainder of our flight, heading towards where we believed the airport was. We carefully monitored our altitude and as we reached approximately 2500 ft, Neita began to discuss the possibility of an off-field landing. Neita talked me through the process and explained what to do in such a situation. We kept trying to reach the airport, until we reached around 1800 ft., which is when we decided that the safest option would be to use whatever altitude we had left to scout for a safe landing area.

Neita continued to talk me through the process, asking me to look for viable fields to land in. We eventually chose a field off to our left that had a nice brown, barren patch in the middle of it. We initiated our landing pattern, during which we flew over a farmer's house and silo with enough altitude to safely clear them. During our final approach, we noticed a small ditch running across what would be our ground track, so we reduced our spoilers sufficiently to clear the ditch and smoothly flew over it. Our main wheel touched down on the ground shortly after we passed the ditch, and the glider kept rolling through the field, wings held level right until the moment we stopped, a beautiful landing, with the glider and ourselves sustaining no injury whatsoever.

We exited the glider and made our way to the farmer's house, meeting him just outside of his garage. He and his wife kindly invited us into their home and took care of us while we waited for our retrieval team to arrive. They were very understanding and kind people who I thank for their amazing response to the situation; They were both light-hearted about it all, and we shared good conversation. Once our recovery team had arrived, we disassembled the glider and loaded it into the trailer, which farmer Bill also kindly helped us with.

Upon our return to the airfield we were greeted with smiles, clapping and the singing of jingles along with Maggie playing her penny whistle. Everyone was very interested, wanting to hear about the experience. It was my first and it taught valuable lessons and it reinforced how important situational awareness is, and it also showed the importance of remaining calm and focused while in situations like these. I thank my instructor, Neita, for being the wonderful role model and instructor that she was, and for teaching me all that she did on that flight. It was certainly an experience that I will never forget, a contributing factor also being that later that evening we all met on a grass patch in front of the Baymont Hotel, where many WSPA members were staying and next to a Dairy Queen celebrated the 4th of July with a brilliant fireworks display. At one point Mary Rust's husband Mike turned and said to us: "What can be more American than watching fireworks in the mid-west next to a Dairy Queen?"



Cody is 16 years old, flies with M-ASA. It was his 19th instructional flight.



A boy and a girl from WSPA
Looked for an airport but missed her
But they were so skilled
They chose a soy field
And landed soft as a whisper

Tim Bartmann (limerick not entered in the contest)

Kristin Farry

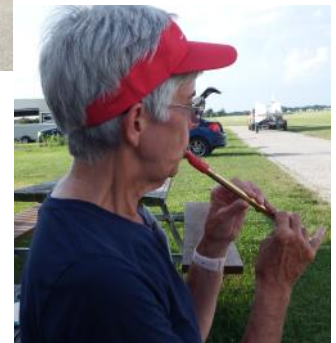
I was 1.6 km short of my 50km goal, but the airport was the only dry spot around—lots of fields where I could see water standing between crop rows! The shower to the northeast passed over the

airport about an hour after I landed. There I found a nice air-conditioned terminal building with a nice restroom and refrigerator full of cold drinks. Also nice rocking chairs on the porch from which you can stay dry in comfort while watching the rain shower. Real hardship landout, eh? And lots of help for the retrieve, too.

I very nearly landed a lot closer to Highland, at an ultralight field, after turning back because of weak, disorganized lift. However, after I dug out of that hole, I decided that I had worked too hard to give

up and tried again. The lift strengthened some and I kept convincing myself that I should keep trying, all the way to Vandalia. Besides, I'd have to explain quitting to Cathy, my mentor, and that made a landout and retrieve seem easy in comparison.

Judith Galbraith



Returning home, greeted with patriotic tunes...



...and afterwards a cold beer

Our youngest student pilot, **Violet Walker** sent the following report:



The WSPA Seminar of 2019 was my first, so walking into this I had no idea what to expect. At the time I had only known one airfield, MASA, which, from what I had heard, is very different from most airports. I liked this airfield, SLSA, with its grass runway and the many golf carts that moved the gliders. Also, meeting different instructors from all over the country gave me a broader outlook on flying and different ways to enjoy this sport. I found that each

instructor brings their own special flair to flying and teaching. Throughout the seminar I worked with two instructors, Elizabeth and Karen. Both knew just how to teach me with my amount of experience (I had flown 7 times before), and were able to help me with just about anything and everything I asked them. It was nice to learn about certain subjects I really wanted to work on, instead of doing everything by the book.

Also, as a 14-year-old I was somewhat surprised to find adults at the seminar interacting with me at their level. No one spoke down to me or treated me like a child. I felt respected but challenged. My family says they see a difference in me, and I do believe my week in St. Louis brought about some positive changes in my self-confidence and in overcoming shyness. Throughout the week I was able to work on aerotow, which I had only tried once before, so I knew that I would need a lot of practice. My instructors let me try some tow, and I realized this is an area that needs work. Keeping the wings level and the glider directly behind the tow plane is very important, but hard. My instructor encouraged me to be patient and one day it will just click.

Of special interest to me was the presentation given by the visiting weatherman. He explained clouds and weather patterns, storms and safety tips, and what to watch out for if a storm is approaching. For instance, I learned about gust fronts, and how dangerous these winds can be. The spreading air from the downdraft creates fronts that all pilots should know about.

During my instruction, I got to practice my first stall, which to me was a huge step forward in gliding. I always considered stalls to be something very scary, to be avoided at all costs. I remember when we were up in the air and I mentioned it, and my instructor said "Well why don't we do one?" When she said that, my immediate response would typically have been 'No.' I have always been told that my instructor would do a stall when I was ready, and I knew at that moment I was definitely not ready. But, to my surprise, I accepted. She started bringing the nose up, and I was getting more and more nervous by the second. A friend had told me that when I go through my first stall, just breathe in for 3 seconds, then breathe out. So, naturally I started doing that. Then before I knew it the nose had dropped far down, and we were out of it. I did a stall, and I didn't even realize it! We did a few more, and I got used to them. When I got out of that glider, I was grinning ear to ear and boasting to everyone how I just did a stall! Now I have a new confidence, and I won't be apprehensive next time, I'll be excited! I remember after we came down, we went to the training room, and my instructor taught me about stalls, and she told me that you can stall a glider and any attitude or airspeed.

Going on my first off-field landing retrieve was another milestone. Neita had lost sight the airport out while flying with her student. They had lost too much altitude while trying to find the airport, so they made the decision to land in a field. They did a perfect landing and neither glider, pilots nor the crops were affected at all. Not knowing the reaction of the farmer in whose soybean field they landed, they were relieved when he was laughing and asking questions while everyone was derigging the glider! It was sure a memory I won't forget.

All in all, as a sailplane rookie and a teen, I have to say that the WSPA seminar of 2019 was very thrilling, despite the storms that kept us grounded. I would encourage anyone my age to go. The WSPA seminar beats summer camp any day!

(Continued from page 5)

negative outcome," Jones said. "The Army appreciates your training, mentorship and expert airmanship."

During the single-engine test technique with one engine at idle, the helicopter suffered failure on the opposite engine. Gordon had less than five seconds to recover the aircraft and experienced rates of descent between 9,000 and 12,000 feet per minute. According to the investigation, the mishap would have been catastrophic if not for the immediate actions by Gordon and then student Sylvia Grandstaff, now Chief Warrant Officer 3, who is a test pilot at RTC.

After recovering the aircraft, the flight back to Pax was the longest seven minutes of my life," Gordon said. "Sylvia and I were fully prepared to put the aircraft down anywhere – had we not followed the exact procedures we'd just briefed, we might have been picking pine needles from the bottom of the aircraft, if we survived."

Grandstaff also received a Broken Wing at USNTPS for her extraordinary skill during the incident. She attributes the aircrew's survival to the nature of flight test rather than skill. Gordon and Grandstaff discussed the exact risk of engine failure and emergency procedure during both preflight and inflight briefings ahead of the test demonstration.

From NAWCAD Public Affairs
Jun 13, 2019

Irit Abramovich

I am going to Calgary, Alberta as part of student exchange program for one semester. I am now a student of Arts and Philosophy: I guess it is never too late to learn new things and start new career :-)

Maggie Hattinger representing WSPA at the 99's conference



(Continued on page 10)

Amazon Smile Program

Help grow our scholarship funds! WSPA is now in the "Amazon Smile Program." If you use Amazon to purchase things on-line, please sign up for the "Smile" program and select "Women Soaring Pilots Association" as your desired donation recipient.

Go to: <https://smile.amazon.com> When you sign up, they transfer your Amazon ID number to the Smile program. Once you are in the Amazon Smile program, they will automatically know that it is you each time you sign in.

Here's the hard part: Remembering to go to smile.amazon.com instead of amazon.com to place your orders. **Bookmark it!!!** Your regular account will continue to function the same as always. If you forget, and go to your old amazon.com, it will still take your order, but WSPA will not receive donations. I know, because I made that mistake, myself. Thanks for choosing to support our scholarship funds!

Female test pilot's career on upward trajectory

• By CHRISTY BARNETT Redstone Test Center Public Affairs

Sep 6, 2017



When Chief Warrant Officer 2 Sylvia Grandstaff joined the Army in 2009, her goal was to become an experimental test pilot stationed at the Redstone Test Center.

Grandstaff not only achieved her flying dream, she made history as the first female warrant officer XP in the Army. She will be stationed at the center for four years.

"Looking back now I feel I always wanted to be a pilot. I joke sometimes that flying found me," said Grandstaff, who recently completed 11 months of training at Naval Test Pilot School. There have been only three other female XPs in the Army. Next year another female warrant officer will begin training at the Naval Test Pilot School.

Growing up in Houston, Grandstaff said she developed a love of flying from her parents, starting with gliders.

"My parents are from Poland and gliding is very popular in Eastern Europe," she said. They found her a glider club when she was 13, where she continued to excel, eventually becoming a glider instructor in college.

Flying was not always on Grandstaff's career path. She initially wanted to become a doctor. Graduating from high school in a dual program, she was accepted at Rice University for her bachelor's and Baylor College of Medicine at the same time. While she completed her degree in anthropology, she did not have to worry about trying to get into medical school and instead used that time to concentrate on her flying. She met her husband, also a pilot, at an airport. In fact it was the gift of a helicopter flight from her husband that really changed her life.

"That was the trigger I needed. After that flight, I thought people do this and they are happy doing this." Grandstaff explained. "I knew a warrant officer XP here (at Redstone Test Center) and that fall I called him up and asked, 'How do I get your job?'" Grandstaff left Baylor College of Medicine after her first year, joined the Army, and enrolled in the Warrant Officer Training Program. In the Army, a warrant officer is a designated subject matter expert in their chosen field. By choosing the WO route, Grandstaff has ensured her Army career will always include flying.

"It's worked out sooner than I expected," she said. "Things fell together pretty well. Even though I don't have an engineering degree, which is the usual background for an XP, my premed science classes were enough. I was able to work on medical research while in med school, that helped with the technical writing aspect. As far as being prepared for the flying, two deployments to Afghanistan helped that along.

"I'm looking forward to becoming settled and experienced in this role. People seem to love this job, they get out of the Army or they retire and they get hired on as a contractor or Army civilian. It's good to see people really like the organization that much – that they stay, for a long time." Her future may still be up in the air but for now, she is enjoying settling in at RTC completing training flights before conducting her own test missions. Her husband of eight years, Hugh, is a lifelong aviator and currently training to become a commercial airline pilot. The two met through flying, became engaged, and even married, at an airport.

"He has never held me back at all; he has always propelled me upward and forward. I'm really grateful to have a spouse that supportive," Grandstaff said.

Regardless of where she ultimately lands, one thing is for certain, this former med student is glad she ended up in the air and landed at RTC. "Flying chose me; I tried all these other things to do, but I've always circled back to it."

(Kristin Farry submitted the two articles on Sylvia Grandstaff in this Hangar Soaring. **Sylvia will be one of the three women pilots, all three WSPA members, who will represent the US at the upcoming Women's World Gliding Championship in Australia. Please donate to the WWGC fund to support our women**)

(Continued from page 9)

Karen Kalishek receives "FAASTeam Member of the Year."

WSPA member Karen Ann Kalishek was honored as FAASTeam (FAA Safety Team) Representative of the Year on Thursday July 25 at AirVenture, Oshkosh, WI as part of the GA awards ceremony. There were over 50 applicants for the awards, and Karen was chosen from among them. She has served as a FAASTeam Lead Representative for the Milwaukee FSDO since 2015, and as a FAASTeam Representative since 2013 and has validated over 1,000 Wings activities. She arranged for Wings Pilot Proficiency credit for the talks at the 2019 WSPA Seminar at St. Louis Soaring Association. In addition to being a glider instructor, she also is CFII (Instrument rated Flight Instructor) and an active member of Civil Air Patrol. She works as an independent flight instructor and flies about 700 hours per year. At the luncheon following the

award ceremony, we also learned that on a visit to Africa she ate a live slug, and that she does trapeze.



WSPA Donors July 1, 2018—June 30,2019

Thanks to our WSPA Members and Friends who have generously donated to our scholarship funds this past fiscal year! We couldn't give away so many wonderful scholarships without your support! Each and every donation is truly appreciated! Sincerely,

The WSPA Board of Directors

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Transponders by Pat Murray

I want to share a real-life flight experience that happened to me and my crew on Sunday, 28 April 2019. On that gorgeous VMC weather day (Visual Meteorological Conditions) we left Seattle's Boeing Field bound for Scottsdale, AZ in an air ambulance LearJet to pick up our medical patient. As the story almost always goes, the flight was totally uneventful, but it could have had a completely different outcome except for transponders & TCAS. (Traffic Collision Avoidance System).

The copilot was flying, and he pointed out Sedona, AZ to me. I thought & probably remarked what a great place this would be to fly gliders! So, we were both looking out the window as we should have. During this part of the flight, as a crew we are completing approach checklists and following ATC (Air Traffic Control) approach control instructions to position for approach and the landing to follow. We're flying at a clearance limit altitude assigned by ATC, at an airspeed of 250 knots. When cleared to a lower altitude, we descend at somewhere between 1000 fpm to 2000 fpm. At 15 to 20 miles from Scottsdale the ATC approach controller asked if we could see the Scottsdale airport? We told him, "Yes", and he cleared us for a visual approach to the active runway. No sooner than the clearance to leave altitude for the approach was received by us, and I must add the copilot had dropped the nose and reduced power for our descent, our TCAS hollered out "Traffic-Traffic". ATC didn't point the traffic out to us and we didn't see any aircraft! The copilot stayed at our last altitude, and we were shocked because TCAS showed a VFR (Visual Flight Rules) target flying 5 miles ahead of us and 1000 feet below, moving toward our flight path. Neither of us saw an aircraft at first, then I picked it up, a glider passing right to left 1000 feet below! I thought, that he never saw us, we didn't see him until the alert occurred. They don't truly know what a payoff that investment in the transponder has been for them. My copilot and I both thought we would've been looking at a windscreen full of glider had not TCAS alerted us.

As gliderpilots, we use our transponder (when equipped with one) assured that nearby ATC will see us and steer others away from us. I must add that ATC controllers are very good at that, too. TGFT, that's Thank God For Transponders! I've had great appreciation and respect for transponder technology in gliders since my first experience with them at SoarNV in Minden, NV 6 years ago. They make us so visible to ATC, but even more so to airliners and high speed corporate type aircraft with TCAS equipment which will give that aircraft a climb/descend command to miss the other transponder equipped aircraft.

As you can tell, I think all gliders should be equipped with a Mode C transponder. Make sure they are turned on when you fly; ensure there is an adequately charged battery or batteries dedicated to the transponder (one place I used to fly at I was told to minimize the transponder use in the glider as it drew down the battery rendering the radio useless!) Know the ATC frequency for the airspace you are flying through so that you can give the controller an occasional alert that gliders are actively flying there, you can check that you transponder is being picked up by his radar, and that your altitude is transmitted correctly. That's the only thing the gliderpilot in Scottsdale didn't do. Other than that, every pilot and controller was doing their job, and the glider had the right of way.

So, here's wishing a fun filled, safe soaring season!

Pat Murray is a WSPA associate and Tidewater Soaring Society (TSS) member. He was an airline pilot and is now flying an air ambulance LearJet.

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WSPA Dues - Due Date: July 1st of each year (except for LIFE Members and Honorary Members)

Full Members (women) and Associate Members (males) = \$25/yr.

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By personal check written to "WSPA" and mailed to: Mary Rust - Treasurer, 26630 Garrett Ryan Ct, Hemet, CA 92544

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