



# Hangar Soaring

November, 2019

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS  
ASSOCIATION.

<https://womensoaring.org/>

## IN THIS ISSUE

PAGE 2

Badges, OLC summary  
**President's note**  
From the Editor

PAGE 3

News from the Scholarship  
Committee

PAGE 4

A Voice for Women in the FAI

PAGE 6

Extraordinary Women Pilots  
through the Years

PAGE 8

Flying to Each of the 152  
Airports in Quebec  
Words of Thanks

PAGE 9

Costs of Sending our Team  
to the WWGC in Australia

PAGE 10

In the News  
Mail  
How to Find Cheap Air-  
line Tickets

PAGE 11

Change in Scholarship  
Application Deadline

2020 Seminar Advertis-  
ing



Turkey Vulture

## Wings

Photos by Frauke Elber, taken at Garner Gliderport, Virginia



Dragon Fly (Libelle)

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

## BOARD

Cathy Williams  
President  
PO Box 336  
Laporte, PA 18626

Elizabeth Tattersall  
Vice President  
PO Box 3388  
Stateline, NV 89449

Val Paget  
Secretary  
1108 Fugate St  
Houston, TX 77009

Mary Rust  
Treasurer  
26630 Garrett Ryan Court  
Hemet, CA 92544

Irena Raymond  
Scholarship Director

Ute Kaden  
Membership Director  
2174 Penrose Lane  
Fairbanks, AK 99709

Irit Abramovich  
International Director  
Hasolelim 17905  
Israel  
\*\*\*

Scholarship Chair  
Alice Palmer  
**scholar-**  
**ships@womensoaring.org**

HANGAR SOARING IS PUBLISHED  
FEB, MAY, AUG, NOV.  
editor@womensoaring.org  
OR

FRAUKE ELBER, EDITOR,  
1002 Old Denbigh Blvd #206  
NEWPORT NEWS, VA 23602

Colleen Koenig, Webmaster  
webmaster@womensoaring.org

## Badges

Recorded through November 2019

Silver Altitude  
Judith Galbraigh, PA

B Badge  
Rebecca L. Harmon, NH

A Badge  
Kartarzyna J. Dusiewicz-Cenda,  
VT  
Adriana Grimm, VA  
Diana Lauren, TX  
Stephanie M. Zilora, VA  
Alessandra Smith, TX

## 2019 OLC Summery

CarolAnn Garrat  
10,658.54 pts, 10,466.77 km  
41 flights

Sybille Andresen\*  
9655.26 pts, 2243.29 km  
19 flights (in US)

Kathy Fosha  
7127.88 pts, 6398.04 km  
23 flights, of which 12 were  
flown at  
Lake Keepit, Australia in pre-  
Worlds

Eileen Youngblood  
2973.98 pts, 2243.29 km  
55 flights, most in Ka6

Colleen Koenig  
2257.11 pts, 2146.55 km  
22 flights

\*Sybille Andresen and her husband were back in the US for a couple of weeks of western soaring. Amongst Sybille's flights was one exceeding 1000 km

## President's note



Winter seems far off as I enjoy my vacation while overlooking the Aegean Sea from the sunny coast of Paros Island, Greece.

Still, wave and ridge season are in full swing at home. Members of my club are launching at dawn today (oxygen ready) with hopes of badge altitude gains and ridge running distances over the Appalachians. Maybe some of you are similarly occupied and can share your adventures with us in the next Hangar Soaring.

No matter if you fly all winter or close operations til spring, there are so many soaring activities to hold your attention!

In January follow and cheer on our Womens World Gliding Championship (WWGC) team as they compete in Australia. In February join us in Little Rock, AR for the SSA convention. The WSPA booth is a great place for networking and always has goodies for sale. Meet friends new and old at the WSPA breakfast.

Get your essay ready for spring when you should be applying for one of our WSPA scholarships. A surprising number of opportunities are available for all ages and experience levels.

Submit your vacation request early so you can join us in August at the 2019 Seminar in Vermont.

Most urgently, for me and the board, PLEASE volunteer to help us keep our organization strong! Volunteers have been very hard to find. If you can spare even a little time, I can find a job to meet your availability and talents.

Remember to share your soaring stories and pictures on the website and facebook.

Wishing everyone beautiful skies and memorable flights.

Cathy



## From the Editor

Due to miscommunication and typos there were mistakes made in the August issue of Hangar Soaring. Corrections were sent by Anne Mongiovi.

I regret the mistakes

Frauke

## Corrections to August 2019 Hangar Soaring:

page 3

New Members: Keri **Sauder**

New Life Members: Susan **Simmons**

page 6

Unidentified (starred) people are, left to right:

Pat Brannan, Allan Reeves, Rick Hoffmann, Tim Wrenn, Jerry Bernatz, & Mel Burkart

page 6

**First paragraph:** "...Anne Mongiovi, member of both SLSA and Silvercreek Glider Club,"

**Fourth paragraph:** "...at the home of Anne Mongiovi, member of both SLSA and SGC"

**Seventh paragraph:** (Dinner at SGC was Wednesday night, not Tuesday. Tuesday was the famous Mike Rust shish kabobs!)

page 7

Speakers

Scott Manley (coming from Wisconsin)

Chester **Lampkin**

Instructors

Don Moser and Larry Lighthouse are not instructors

Tow Pilots

"...and Paul Wind from SGC"

Ground Ops

Allan Reeves

Food providers

Ann **Brannan**, Pat

**Brannan**

Anne

## NEWS FROM THE SCHOLARSHIP COMMITTEE

By Alice Palmer

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 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 a 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 their latest acquisition, a DG300.

Phyllis will remain on the Committee for one more year to help with the transition. Other members of the committee are Susan von Hellens, Elaine Ernewein and Cathy Keller. WSPA has awarded 120 scholarships over the years for a total of \$80,000 in awards. There are currently 9 categories of scholarships to help women of all ages and at all skill levels. WSPA strives to tailor their scholarships to meet the needs of its members, which is why there is an ongoing evaluation of the types of scholarships, the criteria and the dollar amount.

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.

The committee is striving to have a mentor for every scholarship recipient. Mentors must be members of WSPA. They are expected to maintain contact with the scholarship recipient to offer guidance with the scholarship process and encouragement to accomplish goals. Anyone who would like to be involved in the mentorship program is encouraged to contact Alice Palmer ([scholarships@womensoaring.org](mailto:scholarships@womensoaring.org))

Over the years there have been many generous donations to the WSPA Scholarship Fund. The names of some of our scholarships recognize the donors (such as The Flying Montagues and The Mid Kolstad Scholarships). Other donors want to remain anonymous or they donate to the general fund and the Board assigns the money to the scholarships that need funding. All donations are greatly appreciated. Anyone interested in making a donation should contact Mary Rust ([treasurer@womensoaring.org](mailto:treasurer@womensoaring.org)).



## A Voice for women in the FAI - Fédération Aéronautique Internationale

**Editor's note:** Since the foundation of the FAI on Oct.14, 1905, the organization has been a male domain. Although the present chair is a woman, previous chairmen were actually hostile to women's need in all fields of aviation. Slowly the organization realizes that women make contributions in general aviation, as glider pilots, balloonists, astronauts ect. I have been long enough involved (56 years) and have seen the struggle women had to go through to gain a voice in the organization.

The following article is a summary of information Hangar Soaring received from Margot Aquaderni, Italy.. Margot was contacted by Alvaro de Orleans Borbon, Vice President of FAI, to help him to create a global network among women in aviation to understand how to improve the presence of women in the world of aviation.

Summarizing the idea of FAI Vice President Alvaro de Orleans Borbon:

*“The idea is that you create a network of women determined to open the door of sport flying to the under-represented half of humanity. This network should be multinational and based on a reduced number of women sharing your concrete and open minded attitude.*

**The goal is to highlight the reasons for the low women's participation rate in air sports and to aim towards a world event such as a “FAI women's air sport day”.**

Margot's first task was finding an international group of women of all branches of aero sports willing to serve. Therefore the following letter went out.

*“Your task should be the one to act as the spokeswomen of the country you represent, possibly trying to embody as many air sports as you can. If you don't think you are the right person who can help us, we kindly ask you to suggest us any other one who could be, in your opinion, the right person to join our group.*

*We do have a goal, the one to participate to the FAI General Conference which will be held in Marocco in October, as an entity. To reach this first goal, we need to have an answer from you in a very short time, so that we can start working through a very first videoconference as soon as possible.*

*Here below you can find the list of the pilots to whom this mail has been addressed, country they belong to, the sport they practice and the Association/Federation we think could they represent. Please let us know if there are any wrong infos and corrections you would like us to make.*

The following table lists the women who volunteered to serve on this committee, which includes WSPA's immediate past president and present treasurer

COUNTRY	NAME	AIR SPORT	ABOUT
AUSTRALIA	Leonie Furze	Glidier pilot	Reporert about women in gliding after travelling around the world
FRANCE	Martine Besnainou	Balloon pilot	French Federation
GERMANY	Sue Kussbach	Glider pilot	Responsible of the gliding women group
GREAT BRITAIN	Elisabeth Sparrow	Glider pilot	Founder of the Women Glide group
IRELAND	Ciara O'Toole	Seaplane pilot	99's Italy 99's - International Organisation of Women Pilots since 1929
ISRAEL	Netta Canfi	Glider pilot andCFIG	Representing women pilots in Israel
JAPAN	Hiromi FURUKAWA	Balloon pilot	JapaneseFederation
MALAYSIA	Nadiah Wafa	Paragliding pilot	Vice President of Malaysia Paragliding & Hang-gliding Association (MPHA)
RUSSIA	Nina Shalneva	Glider pilot	Representative of women glider pilots in Russia
SWITZERLAND	Diana ferrero	PPL pilot	Federation of European Women Pilots
USA	Mary Rust	Glider pilot	Previous President of the Women Soaring Pilot Association
ITALY	Donatella Ricci	Gyrocopter and Balloon pilot	Founder of FLY DONNA (flying women meeting) , world record holder
ITALY	Margherita Acquaderni	Glider pilot	Founder of Fly Pink (Italina women glider pilots)

The first teleconference meeting took place on June 26, 2019. The following are the minutes of this meeting:

Dear everyone !

It was so fantastic meeting all of you and share, first of all our deep passion for flight and our interest in developing flight in the women world.

Let's try to summarize the main issues of our talk :

- We were welcomed by the Vice President of the FAI Alvaro De Orleans Borbon, who has been endorsed by the board of directors to work on the project "Women in FAI"
- We introduced ourselves giving an idea of our reality
- **We listened to Alvaro's proposal and his suggestion to get an official endorsement by our NACs, in order to work officially for our own countries**
- We discussed on how to go on and essentially some main issues aroused :
  - To share everything that has already been investigated on the women flying world .
  - To try to create inside our own country, a sort of net even with other airports
  - To think on how to create a common women world flying day all over the world. For those who already have a day devoted to women, .
  - To share the registration of this very first important meeting, to let other people who could not participate know our first steps.
  - To create a Google Drive box to share the registration of the first meeting and any other document you wish .

Write soon your ideas !

Happy landings to everyone

Margot and Donatella

Mary Rust endorsement to represent the United States by the SSA (Mary represents all branches of women aviators in the US)

September 1, 2019

Dear Alvaro de Orleans Borbon,

As Chairman of the Soaring Society of America (SSA), I endorse Mary Rust to "represent the US" in a network of women aviators from around the world that will do a study on the reasons for the low percentage of women participating in air sports.

Mary has been a SSA member for 38 years and a life member of the Women Soaring Pilot Association (WSPA) for 36 years. She has held several positions in WSPA, currently Treasurer, past Treasurer for 6 years, and immediate past President. In addition to this Mary has been a CFIG for 18 years logging over 4300 glider flights and holds a private airplane (SEL) rating. She is also a life member of the 1-26 Association and member of the AOPA.

Mary was the first winner of the Anne Morrow Lindbergh Challenge Trophy and a recipient of the Simons Wave Memorial Plaque. Aviation has been part of Mary's life and she demonstrates her passion for the sport through her active involvement in these organizations.

I feel Mary is an excellent choice to represent the US in the network of women aviators from around the world. Participating in this initiative is an honor and I know that Mary will be an active member of the team devoting the time that is needed to this effort.

Sincerely,

Chairman of the Board,  
Soaring Society of America

## Extraordinary Women Pilots through the years.

By Jill McCaw

*The following article was originally published in the June/July 2019 issue of SoaringNZ, the New Zealand soaring magazine, one of the best when it comes to soaring related magazines. Its editor and publisher Jill McCaw sent me the article as word file to be published in Hangar Soaring. One of the women pilots mentioned Yvonne Loader, has a connection to WSPA. When in 2002 WSPA sent out 100 generic drawings of a glider to women soaring pilots across the world with the request of having the gliders decorated and sent back, we got 47 back. The one deemed the most beautiful was submitted by Yvonne Loader from New Zealand. Yvonne is New Zealand's highest decorated female glider pilot. SoaringNZ recognized Yvonne in a featured article in August/October issue of the magazine. At the end of this story Yvonne's achievements in soaring (she has many more in power flying) are extracted from the recent article*

As Diane Edwards points out, women fly too. Women not only fly, they fly well and Diane's article reminded me of some of the amazing women pilots we have had in New Zealand over the years. A great deal of the information for this article comes from the New Zealand Association of Women in Aviation's book *'Silver Wings'* compiled by Shirley Lane and updated by Pam Collings with further information from Roger Brown and Peter Layne.

Helen Georgeson set several New Zealand firsts in the 1950s. Helen was the wife of Dick Georgeson, the well-known world record setter who pioneered wave flight in New Zealand. Prior to their wedding Dick had introduced Helen to gliding and in September 1953 she became the first woman in the country to solo in a glider. Just over a year later, in December 1954, she became the first person, male or female to gain the FAI Silver (C) badge, something which the men were not very happy about. She said she did not expect accolades, but she would have appreciated gracious acceptance. Helen was quite good at proving that women pilots were as good as men. She took a break from flying while her children were young but in April 1961 set an absolute altitude record of 18,000 feet in a Skylark 3. Later in the year, attempting to better this she climbed to 22,000 feet over Mt Cook in severe turbulence but on landing discovered that someone had forgotten to start the barograph. She and Dick went on to set several out and return world records in their Janus. Their daughter Anna was also involved in some record attempts with her father.

Ann Johnson from the Piako Gliding Club was active in the late '60s along with her husband Noel. Gliding took a back seat for the couple while their children were young, but both came back to it in the late '70s. Ann was the first woman in New Zealand to gain a diamond height award but she is best remembered for her epic 1979 flight to Gisborne

The Gatland family of Auckland had several women pilots, mother Ann and daughters Margaret and Rosemary. Rosemary gained her instructor's rating in 1967 and also took up power flying, later becoming a tow pilot. Rosemary and Margaret set a NZ Women's multi-seat gain of height record of 7,600 feet, flying a Ka7 to 10,000 feet in easterly wave over Matamata. In 1968 Rosemary set further women's records for out-and-return, straight-distance flight and distance-to-a-declared-goal. At Christmas camp at Matamata in 1969 she gained her gold and diamond heights in the Kaimai wave, climbing to 25,000 feet and setting new women's single-seat gain of height and abso-

lute altitude records. She could have gone higher, but she'd achieved her goal and came home.

Rosemary set a few more records and gained her third diamond in 1987, the second New Zealand woman to do a 500 kilometre flight.

Ann Gatland also established a multi-seat record for speed around a 200 km triangle, flying with her husband Frank. In December 1983 Trudy Morris set a record speed over an out-and-return course of 200 km with a speed of 94.99 kph, flying from Paraparaumu in a Nimbus 2. I have been unable to find out any more about her, so if you know of Trudy, please get in touch. Sue Ritchie, previously of the Canterbury Gliding Club was the first New Zealand woman to achieve all three diamonds and set three New Zealand records, flying in Australia.

Fellow Canterbury pilot Yvonne Loader had an extraordinary aviation career. Yvonne came to gliding as a successful aerobatic and competition pilot, forced landings was her speciality. Her skill easily transferred to soaring. She soon gained her gold and diamonds, became a tow pilot and instructor and proved formidable behind the scenes of competitions, committees and latterly, **Youth Glide. In 1981 she broke Rosemary's Gatland's absolute height record with a flight of 29,650 feet and in January 1988 established a world gain of height record of 33,506 feet and a New Zealand absolute height record of 37,114 feet. Yvonne also set three multi-seat records. She was the only female tow pilot during the '95 Worlds at Omarama and continued towing, instructing and inspiring new pilots for many years. Yvonne has only recently stepped down from flying and committee positions as she cares for her husband who has deteriorating health (Bruce Loader passed away on July 28, 2019). She was awarded an FAI Tissandier Diploma in 2013 in recognition of her services to gliding.**

One of the women Yvonne influenced is Canterbury pilot Jenny Wilkinson. Jenny was a power pilot who met Yvonne at an "Airwomens" rally in 1987. She came to give gliding a go and stayed. Like Yvonne she progressed rapidly. Jenny joined Yvonne in the world record stakes in 2009 with a 500 kilometre out-and-return flight at a speed of 157.97 kph. Jenny was the first woman in New Zealand, and only the fifth or sixth in the world to complete a 1000 kilometre diploma flight. For many years Jenny owned a Ventus 2b with the personalised registration QT (cutie). She is currently on the Canterbury Gliding Club's instructor's roster and enjoys sharing her skills and enthusiasm for gliding with budding cross-country pilots.

Youth Glide is inspiring a new generation of amazing women pilots and the first Youth Soaring Development Easter Camp, held at Matamata in 2013 saw Abbey Delore and Enya McPherson take **one of Tauranga's Janus onto the Kaimais to set a record speed** over an out-and-return 100 kilometre course of 131.99 kph. They **actually felt they could have done better and were set to 'smash' their own record the next day, but the weather didn't play ball.**

More recently, at the 2018 Multi-Class Nationals at Matamata, 15 year old Ali Thompson, flying a Duo Discus with 22 year old Campbell McIvor, became the youngest person ever to get their name on the National Racing Class trophy as the Youth Glide pair gave the stalwarts a shake-up. Not only a great pilot, Ali has been a driving force behind establishing and organising the first Youth Glide Mini Camps. The gliding movement is lucky to have her.

With growing numbers of girls joining Youth Glide and older women coming back to the sport as their children have grown there will be more feminine records set or broken and I see no reason **why we can't see women's names on some of the open records as well.**

#### Yvonne's achievements:

1979

Yvonne set her first NZ gliding record doing 313.47 km in straight distance .

1981

NZ Single seat (feminine) absolute Height 29650 ft

NZ Single seat (feminine) Out and Return 319.3 km

NZ Single seat (feminine Out and Return speed over 300km

63.54 kph

1982

**NZ Women's multi seat Absolute Altitude 6206 m (20,4798 ft)**

**NZ Women's Multi Seat Gain of Height 4596 m (15,1668 ft)**

1988

World Altitude Gain Record with a gain of height of 33,506 ft

This record still stands to this day.

Her absolute height in that flight was 37,000 ft.

1995

Yvonne was the only female tow pilot in this World Championship held in Omarama, NZ.

She also towed in the two Grand Prix races that were held in New Zealand.

In 2017, Yvonne as awarded the FAI Tissandier Award for outstanding services to soaring.



**Yvonne's winning entry**

(to see this picture in its full beauty go to the WSPA web page [www.womensoaring.org/](http://www.womensoaring.org/) Hangarsoaring and then look up the August 2003 issue

Yvonne explains:

The sea green color is very much a "Pacific" color - often used to example the beauty of Pacific Ocean with its 'Island paradise image' in which New Zealand is located.

**The "pilot" is our National 'Kiwi' bird after which New Zealanders are nick-named 'Kiwis'.** Ironically they are a flightless nocturnal bird! But of course you will realize 'Kiwis do Fly!! I am a perfect example!

The wing tip 'fern' is our National Emblem. (Worn by NZ teams/National Representatives stylized in a silver color). Found aplenty in the rain forests. Great shape of course to swing the wing! I thought it gave the Glider a very happy look - the way I feel when I am soaring over the mountains.

Maori emblems.

Tail - The face of a tattooed Maori in full 'War challenge' cry—meant to be threatening until they accept their visitor comes in peace and put down a frond in welcome. You have probably seen examples of the Haka performed.

Right wing - A Maori God carving - always prevalent in Maori carvings - eg Marae (Maori meeting houses), poles, entrances - everywhere where there is a strong Maori influence. Intention is to scare the evil forces August 2003).

Left wing - Tiki - the most famous of Maori emblems - usually carved from greenstone worn as jewelry but always incorporated in Maori Carvings.

Aotearoa - Maori name for New Zealand translated means 'Land of the long white cloud' named after the great lenticular wave cloud which creates a huge archway across the sky. A very appropriate name for a glider!

Sheep (farming), yachting, skiing just a sample of the outdoor activities we are famous for.

NZ's bird life and flora. The white flower is the 'Mt Cook Lilly' found on Mt Cook - another well-known NZ emblem. The birds are a rare White Heron and native pigeon.

The 'scene' on the elevator is Lake Tekapo with colored Lupins in the foreground. Lake Tekapo is backed by the Southern Alps which includes Mt Cook close by. I fly often over Lake Tekapo and Mt Cook - my favorite places.

Mountain Background. - NZ's highest mountain - Mt Cook - where I love flying the most (it is close to Omarama).

The following article is an EAA publication submitted by Elaine Ernewein, Canada and written by WSPA member Sandrine Gressard also from Canada

## Flying to Each of the 152 Airports in Quebec to Introduce Girls to Aviation

**By Sandrine Gressard, Founder of Girls Go Fly**

October 2019 - I am a female pilot. I love to fly. My joy of flying started when I was 5 years old. I sat on a floatplane pilot's lap and got to "fly" for a few minutes. My dream to fly was born that day, and I am a pilot and plane owner today because of that glorious opportunity.

Then this statistic slapped me in the face: Only 6 percent of the world's pilots are women. Even worse, that is the same percentage since 1929. From that shock, a movement was born. Girls Go Fly is dedicated to the dream of flight for women. By taking young women on free flights captained by other women, we hope to:

1. Instill in young girls the joy and wonder of flight.
2. Transfer the physical delight of soaring to open their minds and imaginations to soar.
3. Detail the fantastic opportunities for women in aviation careers.

Combat the cultural bias of women in science and tech careers.

The journey begins in our home province of Quebec. There are 152 airports in Quebec that have at least 2,500-foot runways that can handle our Piper Comanche 250. Over the next two summers, Girls Go Fly will fly into each and every one of them.

At each stop, I, as our founder, will personally take 10 young ladies up for a free flight. The plan is audacious, and the logistics are daunting.

The province of Quebec is 530,000 square miles. Some legs will be 400 nm long, with no alternate. The planning of the route, logistics of ground crews and supplies, and strict adherence to safety issues makes this a tremendously complex task. The amount of work needed to accomplish our goals is sobering. However, the joy and excitement this project will deliver will make all the effort and planning worthwhile.

The goal is to increase everyone's awareness about the lack of women pilots and the systemic view that flying is a "man's" job. We are taking the body soaring amongst the clouds to help free girls' imaginations to soar as well.

A study in 2017 by researchers at Embry-Riddle Aeronautical University found that survey respondents were generally less willing to fly with female pilots compared to their male counterparts. In a different study at Embry-Riddle, 400 parents across the United States were asked how they would feel about their children becoming commercial pilots. When asked how willing they would be to help their child get through flight school, parents expressed more willingness for sons compared to daughters. Surprisingly, this was particularly pronounced for mothers. Mothers also indicated that they would feel more confident about their son's success and would provide more emotional and financial support for their sons compared to their daughters, according to *Forbes* magazine.

The world is changing, and yet it often seems to stay the same. For women to excel we need to release the preconceived notions many of us hold. Our society still inculcates in us the idea that women are not genetically predisposed to be successful in the science and tech worlds. Girls Go Fly has been set up to fight that myth and empower women of all ages to pursue their dreams.

**Let's have both boys and girls dream of commanding the sky. For more information or to get involved, please contact Sandrine Gressard, 1-5A word of thanks...**

### Word of Thanks

**I have so many people to thank. I've worked so diligently and I could not have made such milestones without the many wonderful** club members I am so honored to fly with. They believe in me more than I believe in myself. They push me, encourage me, answer my questions, and continually test my abilities. They are my biggest fans. A few of them are pictured holding me up over Junior - **because that's just what they have done** continuously for the last three years of my amazing journey. There are so many Willamette Valley Soaring Club members who are not pictured, who I can honestly say, could not have all fit onto one photograph.

To the WSPA, no words can fully express my profound amount of gratitude for the opportunities in being able to accomplish my goals, minus the financial burden in achieving them. I want to thank all of the many people and organizations that make contributions towards funding the many scholarships that support women pilots. You are making dreams come true for many woman who have a passion for aviation where otherwise may not have the ability to achieve such ambitions without your financial generosity. I have sent the word out to my club members on how the WSPA supports women glider pilots – and in the capacity in which they have supported me. It has made my summer a memorable one! Thank you!

-Teresa Morgan  
 WVSC (Willamette Valley Soaring Club)  
 North Plains, Oregon  
 14-607-4987, [pilot@girlsgofly.com](mailto:pilot@girlsgofly.com).



The Costs of sending a Team to a World Championship  
The following table is copied from the SSA web page and shows the stand as of Aug.1, 2019

### Womens World Gliding Competition 2019-2020 Budget

This budget lays out the projected expenses and sources of funds to support the US Team at the 2019-2020 Women's Worlds Gliding Championship (WWGC) in Lake Keepit Australia (Dec 28, 2019 to Jan 18, 2020). The team consists of three talented pilots: Sarah Arnold, Sylvia Grandstaff, and Kathryn Fosha and their ground crews - plus the team captain (John Good). The objective of this schedule is to provide insight into projected expenses and sources of funds, as well as to establish a fundraising target and identify opportunities for in-kind donations that may offset required expenses. Assumptions used in the budget are shown in footnotes and comments. Any monies collected but not used will be retained for support of future women's teams.

#### Sources of Funds

Donations through the SSA	\$21,868	as of 8/1/19
Womens Soaring Pilots Association	\$10,731	as of 8/2/19
SSA Foundation Withdrawal	<del>\$2,386</del>	
Subtotal	\$34,865	
Self-Funded/Unfunded	\$13,279	

TEAM BUDGET WWGC 2019-2020	Budget (A)	Actual	Variance	Comments
<b>Competition Expenses</b>				
Contest Registration	\$2,386	\$0	\$2,386	
GFA Membership	\$322			
Tows/Retrieves	\$4,538	\$0	\$4,538	@ 20 tows and 1 tac hr retrieve/pilot
<i>subtotal</i>	<i>\$6,924</i>	<i>\$0</i>	<i>\$6,924</i>	
<b>Giders and Equipment</b>				
Glider Rental or Shipping	\$10,875	\$0	\$10,875	Includes estimated glider insurance
Glider Related Costs	\$570	\$0	\$570	Includes equipment, oxygen etc.
<i>subtotal</i>	<i>\$11,445</i>	<i>\$0</i>	<i>\$11,445</i>	
<b>Site Infrastructure</b>				
Team HQ/Infrastructure	\$1,100	\$0	\$1,100	Includes international night hospitality
Local support	\$1,500	\$0	\$1,500	Retrieve vehicles, local crew
Other	\$200	\$0	\$200	Allowance for uniform
<i>subtotal</i>	<i>\$2,800</i>	<i>\$0</i>	<i>\$2,800</i>	
<b>Travel to/from site</b>				
Airfare and entry fees	\$12,530	\$0	\$12,530	Includes airfare, xs baggage & visa for 7
Ground transport and lodging en route	\$2,100	\$0	\$2,100	
<i>subtotal</i>	<i>\$14,630</i>	<i>\$0</i>	<i>\$14,630</i>	
<b>Travel in AUS</b>				
Travel within AUS to contest	\$2,100	\$0	\$2,100	
Travel at site	\$1,800	\$0	\$1,800	Includes team vehicle and gasoline
<i>subtotal</i>	<i>\$3,900</i>	<i>\$0</i>	<i>\$3,900</i>	
<b>Living Expenses at Contest</b>				
Lodging/Meals at Contest	\$6,965	\$0	\$6,965	For 7 people @24 days
Other Living Expenses	\$800	\$0	\$800	
<i>subtotal</i>	<i>\$7,765 #</i>	<i>\$0 #</i>	<i>\$7,765</i>	
<b>Miscellaneous</b>				
	\$800	\$0	\$800	
<b>TOTAL EXPENSES</b>	<b>\$48,264</b>	<b>\$0</b>	<b>\$48,264</b>	

#### FOOTNOTES

A Conversion Rate: All budget figures are in USD. Conversion rates used are \$1.00AUD = \$0.75USD and \$1.00USD = 0.88EUR. Conversion rates fluctuate and those at the time of the contest may be higher or lower.

Please donate to our team

## In the News

### First All-Female Hurricane Hunter Flight Crew



Lt. Cmdr. Rebecca Waddington and Capt. Kristie Twining became the first female crew to pilot a hurricane mission. The Hurricane Hunters collect temperature, humidity, pressure and wind speed data at different elevations within a hurricane. The data is then used in forecasting and tracking models that can save lives through early-warning systems.. (Wikipedia)

### First all-female space walker crew



On October 18, 2019, Christina Koch and Jessica Meir became the first all-female space walker team

See great write up about Sylvia, Kathy and Sarah (going to the WWGC at <https://ussoaringteams.org/>)



This past August, shortly before returning permanently to Germany, Ulrike Franz earned her Masters of Art degree from the University of Alabama, Tuscaloosa.  
Congratulations Ulrike

Ulrike volunteered to host the 2021 WSPA seminar in Germany

## Mail



I'm smiling at Kristin Farry as "covergirl" on this issue...

One safety article really jumped out at me, and I'm hoping you will grant re-use permission for the 1-26 Association. Pat Murray's nice mini-article on Transponders is an important reminder, and I'd love to use it in our newsletter if it's OK.

Gary Swift

**I really enjoyed this issue of Hangar Soaring. It's fun to read about good flights, safe landouts, and 14-year-olds learning to enjoy stalls. That lightning strike must have been really scary! Is the video on the WSPA website?**

Pat Valdata

Thank you for sending me your newsletter, Frauke. It is so good to see such a lively and growing group!

Marge Fleming (Kolstad)

---

With the 2021 WSPA seminar planned in Germany, the following article might come in handy.

### How to find cheap airline tickets (our local newspaper published the following)

Buy early ticket prices usually go up at 21, 14 and 3 days before the flight. So, try to book ahead of those deadlines.

Predict the fares: sites like [farecast.com](https://www.farecast.com) predict when fares will reach their low and can help you determine the best time for the

final purchase.

Be flexible: the best deals are usually on Tuesdays, Wednesday and Saturdays. So, travel mid-week and try adjusting the **dates a few days. Don't buy on Monday.** Airlines usually launch their sales on Tuesday and Wednesday.

Compare airport options: Be sure to check the same flight at all the local airports. We here at the Tidewater Region of Eastern Virginia have three airport options searching for low coast airfares with different low-cost airlines)

**Don't give up** even after you booked your flight, some airlines will award price difference refunds if you find the same flight at a cheaper price. **Airlines don't advertise this policy**, so call and ask. Agent at Southwest Airlines and US Airways say they will refund you the difference. Delta Airlines will not.

Source:

Independenttravler.com  
Orbitz.com  
Cheaptickets.com

PS a note for anybody who is planning to attend the seminar in Slovenia: GET YOUR PASSPORT EARLY. These days you even need a passport traveling to Canada or Mexico.



Come to the 2020 WSPA seminar and fly in beautiful Vermont

### Attention

**New due date for scholarship applications is March 15, in order to have the scholarship money available on April 1, at the beginning of the new soaring season**

# WSPA

## 43rd Women's Soaring Seminar





August 24-28, 2020

Hosted by NESA  
Springfield, Vermont

WSPA seminars offer  
soaring for all experience levels

Information and registration at  
[www.womensoaring.org](http://www.womensoaring.org)

## WSPA DUES

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

Full Members (women) and Associate Members (men/ or women who are not pilots) = \$25/yr.

Youth (young women 18 yrs. and under) = \$10/yr.

Life Membership = \$350 (one-time)

Can be paid:

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

By Pay Pal on-line at our website [www.womensoaring.org](http://www.womensoaring.org) , or you can go to your own on-line PayPal Account and send us the dues amount plus extra \$2 for PP Fees to: [treasurer@womensoaring.org](mailto:treasurer@womensoaring.org)

**Note: If you use your business PayPal account or another family member's account**, please put a note on your electronic payment with your full name, so we will know who to credit.

**Hangar Soaring**  
1002 Old Denbigh Blvd. #206  
Newport News, VA 23602



F i r s t C l a s s M a i l