



# Hangar Soaring

November 2020

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOCIATION.

<https://womensoaring.org/>

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**VOTE VOTE VOTE**



Photo by Stan Bissell

**The best part of the flight was hearing  
the DPE say, "Congratulations!"**

Becky Kinder after successfully completing her check rides

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

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## Badges

Recorded through October 2020

### Gold Distance

Anne, Aditya, TX

### Silver Badge

Anne, Aditya, TX

### Silver Altitude

Harnischfeger, Fiona, NY  
Anne, Aditya, TX

### Silver Distance

Anne, Aditya, TX

### Silver/Gold Duration

Harnischfeger, Fiona, NY  
Anne, Aditya, TX

### C Badge

Odom, Madelene, GA

### B Badge

Odom, Madelene, GA  
Barragau, Adriana, GA

### A Badge

Saurenman, Hanna, NM

## WORLD DISTANCE AWARD

Garrat, CarolAnn 5000 km

## 750 km AWARD

Fosha, Kathryn

## NATIONAL RECORDS APPROVED

Kathryn Fosha

### Feminine 15m & Standard

300km Out and Return Speed  
60.34 mph  
May 26, 2020

### Feminine 15m & Standard

500km Out & Return Speed

78.83 mph

May 29, 2020

**STATE RECORDS APPROVED**  
California State record

## Fosha, Kathryn

### Feminine Standard

300km Out and Return Speed

60.34 mph

May 26, 2020

### Feminine 13.5m

300 km out and return speed

60.335mph

May 26, 2020

### Feminine Standard

Free Out and Return Distance

312.21 sm

May 29, 2020

500km Out and Return speed

78.83 mph

May 29, 2020

### Feminine 13.5 m

500km Out and Return Speed

78.83 mph

### General 15m

750km Out and Return Speed

66.31mph

July 27, 2020

### General Standard

750 km Out and Return Speed

66.31 mph

July 27, 2020

### General Standard

Out and Return Distance 470.27

sm

July 27, 2020

*(Continued on page 5)*



## From the Editor

With this issue, I am finishing my 20<sup>th</sup> year as editor of Hangar Soaring. I wasn't sure if I would be able to follow in the previous editor's footsteps. In the beginning, Bertha Ryan helped me out and encouraged me. Over the years I have grown into the job and really like it, because the connections I made are priceless. Besides, I always liked writing but did it mostly in German. I pride myself never having missed an issue and only once in the past 20 years was the newsletter published a month late and that was pre-announced.

2020 brought several milestones: in February, it had been 50 years since arriving with my family in the US and also 50 years since we joined the local glider club. By now I have been the longest continuous member in this club. I will reach another milestone before the next newsletter is coming out: I will have reached the big **80**. And that is leading me to some thoughts. I know my days will be numbered and we, as an organization, have to ponder if Hangar Soaring in its present format should continue or go fully electronic like my club did through the Wiki page. I already constituted a big change by switching to electronic distribution of HS. When I took over the newsletter, very few members had e-mail addresses and I started out with over 200 hard copies, getting them printed, folded by the printer. But collating, addressing, putting stamps on, was a very labor intensive and time-consuming, one-person operation. During that time, came publishing time, my dining room was a mess; papers strewn all over the floor. I later had the collating done by the printer. Up to recently, before the isolation caused by the Corona virus, I had the hard-copy distribution down to 30. The advantage of sending HS out electronically enabled me to

## President's notes



In northern Pennsylvania the gorgeous red, orange and yellow leaves have mostly left skeleton trees and are now covering the ground as the fall and winter flying seasons arrive. Thoughts around here turn to ridge and wave flights, oxygen, cold weather flying clothes and winter maintenance projects. My club is proud to have 8 young, new solo pilots who will be experiencing solo winter flights for the first time. I hope whatever flying conditions come with your location and seasons, that you are staying safe and enjoying your soaring friends and flights.

*(President's note)*

send it out in color (too expensive with a hard copy). But now, due to quarantine and unable to go to the printer, I have gone to 100% electronic mailing via WSPA's mail group. The newsletter also can be accessed through our home page [www.womensoaring.org](http://www.womensoaring.org). This, with the ever-increasing printing and shipping costs, can save WSPA a lot of money.

I don't know how many years I will have left and it is time to look for a back-up, a person who loves to collect material, write and organize, so that when my time comes to shut down the computer for good, Hangar Soaring will continue in one form or other.

Earlier in the year, I compiled instructions how to produce Hangar Soaring. One copy of these instructions is in the hands of the present treasurer. Anybody who is interested to have a look at these can contact me. For the time being, I will keep doing Hangar Soaring, but it would be nice to know it will pass into capable hands, once I can't do it anymore.

Happy Holiday Season. Stay safe and healthy.

...and wear your mask

*Frauke*



## Welcome new Members

Lilly Williamson, AR

Patricia Chriscoe, NC

Sofia Westbrook, TX

Kiana Khozein, ??

*(Continued from page 2 President's note)*

For WSPA, this November means preparing for December voting. Next month we will elect seven board members and vote on needed updates to our bylaws. In this newsletter edition you will be able to read the bios of the members who have generously agreed to support our organization by serving on our Board of Directors. Please also read over our bylaws and consider the revisions that are proposed. The major revisions will (1) clarify types of membership and (2) stagger the election of the 7 board members so that some corporate knowledge will carry over from the old board to the new. If the revision is approved by a majority of voters, we will no longer have the possibility of seven brand new board members after an election.

The form for the actual election and bylaws vote will be posted on the WSPA website later this month. Members with voting privileges will be voting on line. Please show your support by casting your vote! After voting, take time to look over the website and enjoy all the info it has to offer. It is not too early to submit flights for the Anne Morrow Lindbergh trophy or to think about which scholarship you will apply for in the spring. 2021 is nearly upon us – time to make your soaring plans.

*Cathy*

## WOMEN'S SOARING PILOTS ASSOCIATION BYLAWS

(proposed 2020 changes. **New wording is shown in red.** Wording to be removed is shown in ~~strikethrough.~~)

### ARTICLE 2- Membership

- 2.1 All women **interested in soaring** ~~glider pilots, holding at least a student pilot certificate,~~ are eligible for Youth Membership (if 18 yrs. old or younger), Full Membership, or Life Membership in the Association.
- 2.2 To maintain Division status in the Soaring Society of America, at least a majority of the U.S. members must also be members of the Soaring Society of America.
- 2.3 Categories of membership:
- 2.3.1 **Full Member:** a woman ~~glider pilot~~ who has paid annual dues. As a Full Member, she is entitled to a voice in the affairs of the Association, is entitled to one vote in all elections, may attend meetings and seminars, may apply for scholarships and records, **may run for office in the Association** and will receive the Association newsletter.
- 2.3.2 **Associate Member:** a person interested in supporting the organization but who does not qualify for Full Membership. Associate Members pay dues, receive the Association newsletter, and may attend meetings and seminars, but are not eligible to vote or apply for scholarships or records.
- 2.3.3 **Life Member:** ~~Full or Associate Member who pays dues in advance for a specified number of years as outlined in the Standing Rules. Only Life members who are Full Members are entitled to vote or apply for scholarships or awards.~~
- 2.3.3.1 **Full Life Member:** a woman who has paid life member dues, and has full member privileges.
- 2.3.3.2 **Associate Life Member:** an associate member who has paid life member dues, and has associate member privileges.

*(Continued on page 4)*

(Continued from page 3)

- 2.3.4 **Honorary Member:** a person determined by the Board of Directors to be worthy of the honor due to contribution to the advancement of the interests of the Association. This person does not pay dues. The period of Honorary membership shall be determined by the Board. Honorary Members receive the Association newsletter, and may attend meetings and seminars, but they are not eligible to vote, **run for office**, or apply for scholarships, unless they also meet the requirements of Full Membership.
- 2.3.5 **Youth Member:** a ~~girl~~ **young woman**, 18 years old or younger, who pays ½ the cost of the Full Member dues, and who has all Full Member privileges.

#### ARTICLE 3- Dues

Dues of the membership shall be determined by the Board of Directors, ~~approved by the membership and posted in the Standing Rules.~~

#### ARTICLE 7– Elections

7.1 Elections shall be held every ~~two years~~ **year** in November. ~~Three (3) directors shall be elected in odd-numbered years and four (4) directors shall be elected in even-numbered years, for a two-year term of office.~~

7.2 Candidates for Board of Directors are selected by the Nominating Committee. Only ~~Full~~ Members of the Association **with Full Member privileges** may hold office.

7.3 The slate of candidates shall be reviewed by the Board of Directors by October 15<sup>th</sup>, then presented to the Newsletter Editor and the Webmaster for publication ~~on~~ **by** November 15<sup>th</sup>.

7.4 Ballots are counted by the Webmaster, acting as Teller, and two other persons appointed by the President.

7.5 Election results are emailed to the Board of Directors as soon as the count is completed (and no later than December 20<sup>th</sup>). The current President then sends out the results via email to the entire WSPA Membership before January 1<sup>st</sup>. The results are also published in the February newsletter.

7.6 Details of the election process shall be outlined in the Standing Rules.

#### WOMEN SOARING PILOTS ASSOCIATION STANDING RULES

(proposed 2020 changes. **New wording is shown in red.** Wording to be removed is shown in ~~strike through.~~)

The standing rules serve as a guide and a tool for orientation of Board officers and other members. They help ensure the orderly transfer of duties from one administration to the next and inform members of the Association's procedures.

These standing rules help assure the smooth execution of the affairs of WSPA in compliance with and under the provisions of the WSPA By-laws.

Standing rules do not require approval of the general WSPA membership.

Any member or committee who perceives a necessary change in the standing rules can submit the proposed change, with rationale, to the President and the Bylaws Committee for review. The Bylaws Committee shall prepare the changes for consideration and action by the Board of Directors.

Changes in the standing rules may be enacted by a majority vote of the Board of Directors.

#### Life Membership (Bylaws Art. II):

Life Membership in the association is conferred on any Full or Associate members who pay a minimum ~~\$300 advance~~ **life dues**. **Life Member dues are \$350 beginning July 2019**

(Continued on page 5)

(Continued from page 4)

**Dues (Bylaws Art. III):**

Annual Membership dues are reviewed and determined by the Board at its Annual Meeting during the Seminar. Dues are \$25.00/ year, beginning calendar year 2013 July 2019.

The president shall ensure that any change in dues is published in Hangar Soaring and updated on the Membership Application form and website.

Annual dues are due on July 1<sup>st</sup> (the first day of the WSPA fiscal year), and they must be paid no later than October 31 of each year for a member to be eligible to vote.

- A. New members must pay their dues in full upon joining the association. Dues are not pro-rated.
- B. The Treasurer or her delegate will send a reminder notice for the annual renewal in May to all members and another notice to delinquent members beginning in September.
- C. Members whose dues are delinquent will be kept on the e-mailing list to receive *Hangar Soaring* for 18 months afterward or until they advise the Association they want to be removed from the Association list.
- D. The Treasurer will notify the Board about members whose dues are delinquent for inclusion in the quarterly Board Report.

(Continued from page 2)

**Feminine Standard**

Out and Return Speed 66.31 mph  
Out and Return Distance 470.27 sm

Free three Turnpoint distance  
470.27 sm

Free Out and Return Distance  
470.27 sm  
July 27, 2020

**Feminine Open Class Single Place**

Out and Return Speed 66.31 mph  
Out and return Distance 470.27 sm

Free three Turnpoint Distance  
470.27 sm

Free Out and Return Distance  
470.27 sm  
July 27, 2020

**Feminine 15m**

Out and Return Speed 66.31 mph  
Free three Turnpoint Distance  
470.27 sm  
Free Out and Return Distance  
470.27 sm  
July 27, 2020

**OLC 2020**

The following are the top 5 OLC posters. In the case of Kathy Fosha and Sarah Arnold there are probably more long flights especially from the Worlds in Australia, but they have not been posted on OLC. Newcomer this year was Aditya Anne who, except for two flights flew all her flights in a PW5, 1-36 and 1-26. I would like to see Aditya join WSPA.

**Kathy Fosha** 12,248pts  
11,538.55 km  
(13 World Championships)

flights with a total of 1014.77km were posted.)

**CarolAnn Garrat** 10,607.87 pts  
10,402.05 km

**Aditya Anne** 4,253.37 pts  
2,887.19 km

**Sarah Arnold** 3,783.65 pts  
3,897.54 km

**Collen Koenig** 1,735 pts  
2,887.19 km

**News from the National Soaring Museum**

**Women in Soaring:**

This project is progressing well; we have an attractive (wall) header, complete with images of Anne Lindbergh and Ginny Schweizer, created by our very artistic friend, Brett Steves. I have an initial list of 16 individuals and I'm currently in the process of writing the texts for their 8.5"x11" plaques. This number will certainly grow as time goes by. This exhibit will occupy the wall space to the left of our Sierra Wave Kiosk



I was extremely happy and honored to be awarded the Anne Morrow Lindbergh Challenge Trophy for my best flight of the 2019 season. The names already on the trophy inspire me: Sarah Kelly and Kathy Fosha among others.

I started flying gliders in the backseat of my then German boyfriend's EB-28, a 28-meter open category ship, in Namibia, Africa. We did many 1000 kilometer flights. I washed the wings every morning and used to say, "When I get my glider, I'm not going to wash the wings every day...." Well obviously I do. After flying with him, I was hooked and returned to Florida to earn my glider add-on rating. In 2014 I found a DG808B, the only type of glider he, my then boyfriend, would let me buy and started gliding locally. Cutting the ties to the local airport is difficult. So, I stayed local.

I knew that cross-country flying was "the" objective and what I wanted to do. In March, 2016, I participated in a cross-country training course at Seminole Lake Gliderport in Florida. I learned a lot and flew a 168 km task and then a 228km task the next day. I had signed up for another camp at Air Sailing in Nevada in early June and drove out there with high hopes of learning even more. It was a great camp and I learned a lot about thermaling and cross-country flying; but, the weather wasn't the best and I didn't get a new "personal best." Later that season, I did my silver distance and 5-hour flights and, when following another pilot, completed a 268 km flight in Logan, UT.

Having been introduced to the Badges and flying tasks at the camps, that was my focus. The spring of 2017 in Florida, after many failed attempts, I did my first 300 km flight. Later that season, in Moriarty, NM, after many failed attempts, I finally did my first 500 km flight as well as the 300 km diamond goal flight. Unfortunately, once the badge distance flights were complete, I fell into a "slump" and only did a few 500 km flights

in 2018 and 2019, but couldn't stretch myself to do more. Then a friendly glider pilot asked what my objective was and gave me the "kick in the pants" that I needed.

This year, 2020, I have done three 600 km flights. Okay, I just made 600 with a 602 km and a 600.6 km flight. But, I broke the barrier and was ready for more. Near the end of the season I achieved a 691 km flight. Now I have my sights on a 750 km triangle for next year.

So, lady glider pilots out there, use the badge system to stretch your goals, take a cross-country course or two. Then, get your name on the Anne Morrow Lindbergh trophy!!

(Ed. Note: you don't have to do these very long flights or have a super sailplane to get your name on the trophy). 😊

P.S. A group of us are considering running an all-female cross-country camp in Moriarty, NM, in the summer of 2021. If you are interested, please contact me at [cagarratt@gmail.com](mailto:cagarratt@gmail.com). Please put "cross-country camp" in the title.

See page 8

## 2019 Lindbergh Trophy

By CarolAnn Garrat



## Scholarship News

Please join me in congratulating our 2020 WSPA Scholarship recipients, **Becky Kinder**, **Fiona Harnischfeger**, and **Dani Cerne**. All three pilots have met their scholarship goals. I also want to thank their mentors **Terresa Morgan**, **Phyllis Wells**, and **Marianne Guerin** for their time and dedication in helping these pilots achieve their goals.

Alice Palmer, Scholarship Chair

### Marcy Capps

A WSPA scholarship recipient, Marcy Capps, was mentioned in the



July issue of Soaring Magazine. Marcy's club, Greater Boston Soaring Club, was excited and pleased to have Marcy do a Condition Inspection on one of their club gliders.

Marcy received a Sky Ghost Scholarship in 2019 which she used to help with the expense of preparing for and taking her glider check ride. At the same time, she was a student at Nashua Community College in the Airframe

and Powerplant Technician program. For practical experience during this time, Marcy took on the responsibility of "Tow Plane Maintenance Coordinator" for her club.

Fast forward to November 2020. Marcy is now a licensed Glider pilot and an A&P. She is 20 years old and obviously very committed to aviation. Another success story!

### Rachel Rosenzweig

The best plans sometimes get changed. Rachel Rosenzweig received a Sky Ghost Scholarship



(\$750) in 2019. She is from Maryland and was moving right along with glider lessons from an instructor at Eastern Soaring Center in West Virginia. She was getting close to finishing and had used all her scholarship money when it was discovered that the glider needed some unexpected repairs. With winter coming on

and the repairs taking longer than hoped Rachel realized she would not be able to fly a glider for several months.

Not to be discouraged, Rachel focused on her other goal, powered flight training. On September 6, 2020, Rachel passed her check ride. Now she is planning college and getting an engineering degree. She is especially interested in space exploration technology.

She feels the time she spent learning to fly gliders was valuable experience that she was able to apply to powered flight and will also help her in her goal of working on space flight. The glider rating may have to wait awhile, but it is something she plans to pursue in the future.

## Dani Cerne

### Who Flies High Sees More

I often ask myself if my life shows me how to fly or is it flying that I learn from how to live life?

I started flying gliders as a teenager in Slovenia and became an instructor in 1995. I like the way our flying school there is run both while being an instructor and being a student, for we are students all our flying lives.

There is a ground school during the winter time for all students (usually there are around 12 new students each year). Different instructors take turns covering like Meteorology, Aerodynamics, Regulations, ... Each summer we run a two-week camp. One instructor has three or four students and each student has about five flights a day – which is a lot. You can imagine that after fourteen days we are like one big family. I miss this I have to say.

But there is another “big family” that I am so happy to have and this is WSPA. I am very lucky to be a member of this association that gives me two types of experience: how to live and how to fly.

As a member of organizing committee of the 2009 WSPA Seminar at our club, ALC Lesce in Slovenia and as an instructor during the seminar I enjoyed each minute being with and flying with pilots from all over the world.

It was so easy for me to make the decision to fly over the ocean the very next year. So, at 2010 WSPA Seminar at Air Sailing, Reno, NV there were five pilots from Slovenia. Irena and Eric Raymond together with her two children and in another group traveling together were Jasna Jerman, Denis Strbenc and myself.

When I moved to California in 2016, WSPA was there again to help me towards my Private and Commercial Pilot Glider license. In 2018, I won “The Flying Montague Scholarship”. Later at the WSPA Seminar in 2018 in Truckee, I took in a lot of information on how to start to move towards my goal.

I passed the written exam in October that year. My private life was quite busy so this was actually a long march with some stops between moving forward. I have to say a big THANK YOU to Neita Montague and Marianne Guerin. Those two ladies, both CFIGs, woke me up from the winter’s sleep at the beginning of this year. They presented me with a plan: what do to achieve my goal. And they used donations passed through the Reno High Sierra 99s and the WSPA Judges’ Award. Since Covid-19, our plans changed a bit and I wasn’t able to fly at Air Sailing but went to Hollister where Marianne was my mentor for ground school. I can tell you: she is well organized! This October, I finally completed both **my Private and Commercial check-rides** the same day at Minden airport.

I would like to thank Travis Smith from Hollister Soaring Center for his thoughtful instructions, Ben Mayes from Williams Soaring Center to give me assistance in preparing for my written exam.

Despite the fires all around making it difficult for operations everywhere, I was finally able to get a check ride out of Minden. Thanks to Tristan Armstrong for final training and Mark Montague for the exam. Now it’s time to just go fly again!



## Becky Kinder

Mid Kolstad Scholarship Recipient 2020

Like many student pilots, I was so stoked the morning of my check ride that it's surprising I could recall my own name. Somehow I survived the oral exam and two simulated emergencies in a flight that culminated in an aimed landing and my first "caught" wing. Predictably, the best part of the flight was hearing the DPE say, "Congratulations!"

I'd become a private glider pilot! Thanks to excellent instruction from CFIGs Stan Bissell, Raul Boerner, Quay Snyder, and Alice and Mark Palmer, and encouragement from numerous members of the BFSS and my WSPA mentor, Teresa Morgan, my family and friends, the dream is reality. Mid Kolstad's kindness and forethought in setting up a scholarship and the very special guidance and encouragement from my mentors in the WSPA have made the journey even better and continue to be both challenge and inspiration!

Our daughter, Julie, was the aviation instigator in the house. Together we're recruiting my husband next!



L-r: instructor Stan Bissell, DPE Quay Snyder, Becky Kinder, Julie Kinder, Chief CFI Raul Boerner after Becky's successful checkride

## Fiona Harnischfeger

In August, with the support of the Glider Girl scholarship given by the WSPA, I was able to complete my goal of obtaining my commercial license! This would not have been possible without financial and mentoring support through the WSPA and many club members at Harris Hill soaring corporation.

Next year I plan on gaining more experience going cross country, experience in higher performance planes, possibly a winch endorsement and work towards my CFI!

Ed. Note: Fiona has recently moved to Germany



## English Proficiently Test

By Marianne Guerin

Being Dani's WSPA scholarship mentor had one tricky aspect – finding information for evaluation of her “glider English” skills. As a new CFG I set out to learn what was needed, as some disagreed with me that her skills were satisfactory. The FAA's Advisory Circular AC 60-28b on “Aviation English Language Standard (AELS)” provides guidance to applicants, DPEs, and instructors on how a certificate applicant should be evaluated. A good start, but the guidance in the AC is subjective. I contacted several instructors and FAA representatives for advice. One DPE suggested a FSDO representative to contact, and when I spoke to him, he referred me back to the DPE!

There are several excellent online sources. The FAA AELS is based on the International Aviation Organization (IACO) English Language Criteria Definitions, and the Language Proficiency Rating Scale at Operational Level 4. The table in Attachment A, Part II in the IACO document #9835 has definitions of evaluation topics (e.g. pronunciation, vocabulary, comprehension, etc ...). The next link has training aids such as graded audio examples of the IACO operational levels from speakers with different native languages:

<https://www.icao.int/safety/lpr/Pages/Language-Proficiency-Requirements.aspx>

Studying examples from several languages gives a good subjective background of the skill level required. One suggestion was to find aviation training courses with Closed Captioning. Many online courses were oriented towards ATC communications – I found them intimidating!

Dani's contact with her local FSDO gave interesting information. Evidently a letter of AELS proficiency from the FSDO would not exempt her from evaluation by the DPE, although it might be helpful. English skills should be evaluated even on Biennial Flight Reviews given by instructors. Good to know!

In the end, Dani's persistence in tracking down a solution to an AELS evaluation finally paid off. A chance meeting with a local FSDO representative resulted in a clear thumbs up for her AELS skills. Since Dani's likely DPE agreed, everyone heaved a sigh of relief. Her instructor signed her off for the check-ride, and with her check-ride behind her now, we've all applauded her success.

I didn't reach a fail-safe conclusion on how to evaluate AELS – it is inevitably a subjective assessment. I was lucky to have a mentee with great piloting skills and lots of persistence!



Can you identify this pilot/WSPA member?

### Summer Rose, PPL-G

Summer Rose, who as an aviation novice attending the 2018 WSPA seminar in Truckee, CA received her private glider license on August 5, 2020. Her mother posted on Facebook:

“This is a huge accomplishment! I am so proud of her commitment and persistence, and infinitely grateful to all of those who have helped guide us through the world of aviation along the way. This includes the Reno High Sierra 99s, Tahoe Truckee Airport, Pathway to Aviation, Steve Hutchins, Art Lopez, Patricia Conner Lopez, Neita Montague, Karen Snow—and many others who are not on Facebook. Marisa Lopez”

### Congratulations, Summer

## Soaring Cross Country Camp for Women

By CarolAnn Garratt

Two alumnae of the popular and very successful Cross Country Camps at Air Sailing (ASI) in Reno, Nevada want to offer just such a camp for women glider pilots, a five day event to be held in Moriarty, New Mexico in the summer of 2021.

CarolAnn Garratt and Marianne Guerin, who have each expanded their horizons since their ASI camp years (2016 and 2012) and have soared over 500 kilometers, want to extend the reach of other women glider pilots into XC flight. Support for this camp comes from ASI, the Albuquerque Soaring Club, Sundance Aviation and the City of Moriarty that welcomes you.

Daily activities include morning lectures and **SeeYou** flight analysis and afternoon soaring with mentor pilots doing a lead-follow task. It is recommended that course participants have two years of

soaring experience and good thermaling ability. This is not for newly minted glider pilots.

We are looking for feedback and interest level. If you have questions and/or are interested in participating please send an email to [cagarratt@gmail.com](mailto:cagarratt@gmail.com) with “Women's XC Camp” in the subject line. Women who already fly cross country and are interested in flying in a new and challenging environment, please also express your interest.



**SeeYou** display from a cross country flight in Slovenia out of Lesce Bled

From the SeeYou web site



## Biographies of prospective Board members

### Catherine Williams (incumbent) East



I began soaring as a teenager in 1964. Soaring has been a very important part. Mid-Atlantic Soaring Association, ( M-ASA) at Fairfield, PA is my home club, where I serve as the Chief Flight Instructor. When time permits, I enjoy flying cross country or competition flights in my 1-26 and LS8 .

It has been a privilege to serve as your WSPA President for the last two years. I have agreed to remain on the Board of Directors if re-elected by the membership. I hope to see WSPA continue as a strong organization that supports the unique needs and interests of women soaring pilots. My major goal is to recruit additional women who are willing to assist with WSPA's valuable work.

### Margarett Roy (East)



When I first found myself in an aircraft without a motor, looking down at the green pastures, I was struck by the silence and the open spaces. A fellow student had introduced me to his glider club. I soon understood that curiosity and the attraction of the open fields would make it a part of my life experience. Engulfed in university studies, exams, and assignments to deliver, I managed to get my license. Now I could take the basic club glider but not the old tow car.

Fighting to avoid getting kicked out of thermals and watching the sky, I developed an acute interest in clouds and cloud development. I soon became aware of the mountain wave phenomena which looked fascinating, but out of reach. I finally was able to experience it first- hand after I came to the U.S. and spent some time above the mountains in Vermont.

Since I was comfortable with the math subjects in Secondary school, I found it proper to study for a B.A. in mathematics at Queens College in New York. Since then my career took a turn toward the digital world, even though I had added to my portfolio an M.S. at New York University (Fluid Dynamics & Atmospheric Science).

I spent 20+ years as a software developer, working mostly in the banking industry.

Part of those years were involved in developing as a private company an innovating banking system using the PC platform when that platform had not yet reached its potential.

I first participated in a flying camp when we met at TSA for one exciting week of great summer thermals in one of the first organized soaring weeks, known now as WSPA seminar.

Since then I have enjoyed taking off and landing at different airports in different parts of the country and even abroad, Canada, Slovenia, Italy, all in the company of WSPA members.

I was in the process of inviting you all to partake in the Vermont soaring skies; it had to be postponed given the current global health crisis. It would be (and will be) the third time that I will help WSPA get together for another great week of soaring.

### Gail Schippers (West)



I joined the Boulder, Colorado soaring community in 1996, though I first trained in gliders in Wurtsboro in the early 90's. I currently hold a commercial license in gliders and commercial/instrument ratings in power. My professional career has not allowed me to pursue all of my aviation dreams but I've had some amazing adventures through WSPA and WSPA friends. Neita Montague and I hold the Nevada and California Free Distance and 3-turnpoints Distance Feminine records for flights made in Neita's ASK21. Flying glider aerobatics for a week in York, Ontario during the WSPA Seminar with Manfred Radius was one of the most fun weeks of my life.

I've created a few videos to celebrate some of the WSPA seminars I've attended. You can find them on You Tube:

Women Soar Project: [https://www.youtube.com/watch?v=Y\\_LOrrCWkfM](https://www.youtube.com/watch?v=Y_LOrrCWkfM)

WSPA Seinar2014 Aerobatics Program: <https://www.youtube.com/watch?v=5KDtPsgncDI>

WSPA Seminar 2016: <https://www.youtube.com/watch?v=aoehOsudKUo>

For many years I've been telling women pilots that my favorite aviation organization is WSPA. I've been a pilot for 25 years and belong to many fine organizations including The Ninety-Nines, The Antique Airplane Organization, AOPA, EAA and the International Aerobatic Club. However, I've not found any club activity that tops WSPA for sharing the fun of aviation, building skills in a supportive environment, and providing community for women pilots. In this aspect, WSPA is quite extraordinary. I want to join the WSPA board to ensure that this organization continues it's unique and amazing support for women pilots.

**Linda LaBerge (Center)**

I have been flying for 20 years as a commercial, fixed wing and glider pilot. Additionally, I have towed for 18 years for Eastern glider competitions and Pandora Aviation, a glider school which my husband, Phil, and I established in 2002. Currently I own a Libelle 301 which is one of the sweetest gliders I've ever flown.

With Jayne Reid, from Bermuda Heigh Soaring I set the North Carolina altitude record over Mount Mitchell at 24,600 ft in her ASK 21. I have been the secretary of WSPA and towed for WSPA's seminars in Chilhowee, TN. I also fly everything from DC'3s, King Airs, Diamond jets to a Piper Cub. My hopes are to promote WSPA in the central part of our great nation after having moved from Georgia to Oklahoma in 2017. The FAA is here and WE NEED A PRESENCE!!!

Ratings: SEL Commercial, Multi Engine Commercial, Instrument Rating, Glider Rating, DC3 Rated, Commercial.

**Ute Kaden (West)**

I am currently an active CFG in Alaska and volunteer as Mission Transport Pilot and Aerospace Educator at the Civil Air Patrol, Alaska Wing. I am employed by the secondary teacher education program at the University of Alaska. My goal is it to support WSPA in the efforts to promote soaring, and women participation in aviation.

I started exploring how to become a pilot in high school and joined the local glider club in Zwickau, Germany. After a winter of ground-school and working on gliders, I had my first glider flight in spring 1974. From this time on, I spend many weekends and summers at glider ports, got my private glider certificate, and flew the Silver C requirements. I was approached to become a flight instructor and completed the training requirements for the German CFG at my 21st birthday. Many interesting years of flying, camaraderie, support, and occasional struggle followed. I flew in places like the Alps, New Zealand, Minden, NV, and Hawaii. In 1994 my family moved to South Texas and flying gliders seemed to be out of reach. However, people who truly love flying find ways to stay active. I got my US commercial pilot certificates in Colorado, added the US CFG and finally found WSPA on Facebook in 2017.

Ever since, I value the great support WSPA provides for women soaring. I am ready to strengthen the organization and representing the WSPA members.

**Dani Cerne (west)**

I started flying gliders as a teenager in Slovenia. I obtained the Silver C and Gold C badges and became an instructor. I have over 500 hours flying cross country in Slovenia. As an instructor I had 12 students while working at a soaring camp for three summers. I also did flight reviews and recurrency checks. I moved to California in 2016 where I have had lots of opportunity to fly cross country with my husband and with other experienced pilots. I have worked through the difficult process of obtaining a U.S. Private Glider Certificate and recently a U.S. Commercial Glider Certificate. WSPA helped me a lot to achieve these goals. I have attended several WSPA seminars, was one of the organizers of the 2009 Seminar in Slovenia and received scholarships in 2018 and 2020. I want to serve on the Board to help WSPA as they continue to support women in soaring.

**Ulrike Franz (International)**

Ulrike (Uli) started soaring in 1983 and flew cross country and local contests in 1990. After that her soaring slowed down to about 10 hours/year.

In 2003, Ulrike, an artist by profession started glider prints, cards and t-shirts. WSPA sold her artwork at various convention and seminars.

In 2009 Ulrike and her husband came to the seminar in Slovenia. In 2010, due to her husband's work they moved to Tuscaloosa, AL for several years (and repeated this several years later again. Both joined a nearby glider club. This enabled her to participate in the 2010 seminar (Air Sailing) and the 2012 seminar in Chilhowee, TN. Being back in Germany in 2016 she was able to come to the 2016 seminar in Varese, Italy and 2018 in Truckee, CA. She also was able to visit briefly during the seminar in 2014 (Canada) and in 2019 in Illinois where she proposed a future seminar in Germany.

Ulrike designed the seminar t-shirts in 2010 and 2012.

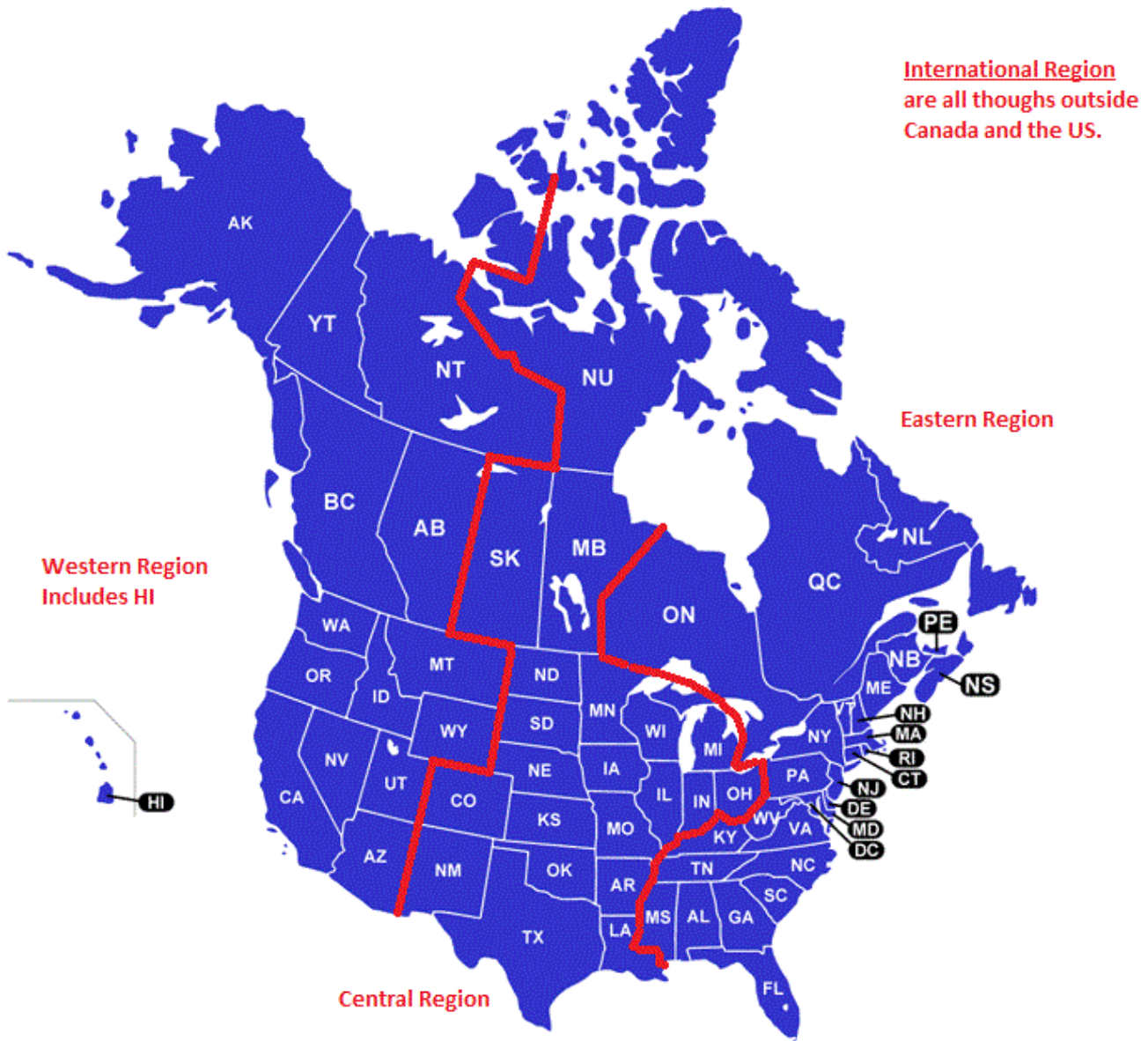
Ulrike is back in Germany now and volunteered to be WSPA's international representative.

**INSTRUCTIONS FOR VOTING**

If you are a "FULL MEMBER" of WSPA you are eligible to vote in the upcoming election. You will receive a ballot from [colleen@womensoaring.org](mailto:colleen@womensoaring.org) via SurveyMonkey in early November. Open this e-mail and mark your ballot. You will be voting for seven Board of Directors and the proposed Bylaws changes. You do not need to put your name anywhere on the ballot. Once you have marked your ballot, hit "submit" and it will automatically be sent to Colleen Koenig. A computer program will send you a reminder if you do not vote in a timely manner. It will also tally the votes and send a report to Colleen, our official teller for this election. If you have any problems with this process contact Colleen [colleen@womensoaring.org](mailto:colleen@womensoaring.org) or Phyllis Wells [pwells1634@gmail.com](mailto:pwells1634@gmail.com)

**DEADLINE FOR VOTING IS DECEMBER 15.**

Note: A FULL MEMBER is a woman glider pilot who is a member of WSPA and is current with her dues as of October 31, 2020. Youth members and Life members are also considered FULL MEMBERS if they are current in their dues. If you are a Full Member and do not have an e-mail address or access to a computer or phone to receive e-mail, contact Phyllis Wells at 719-429-4999 or P.O. Box 278, Aguila AZ 85320.

**VOTE****WSPA Regions**

## 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.

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