



Hangar Soaring

February 2021

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOCIATION.

<https://womensoaring.org/>

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When they are not doing this....

Practicing for the upcoming double seater World Championships

...they are doing this...

Flying their Redtail Hawks Kilo and Sierra



Karl Striedieck and Kilo



Sarah Arnold and Sierra

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

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Badges template Recorded through February 2021

Silver Badge
Trace Dowell, NM

Silver Altitude
Trace Dowell, NM

Silver Duration
Trace Dowell, NM

Bronze Badge
Fiona Harnischfeger, NY

C Badge
Allison Diaz, VA
Kelley Farrar, IA
Allison Diaz, VA
Fiona Harnischfeger, NY

B Badge
Edie Bartman, MD
Kayli Bartman, MD
Fiona Harnischfeger, NY
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A Badge
Callie K. Edsall, OK
Kelley Farrar, IA
Kim Kirschman, IA
Tanja Moore, TX
Stella Szostak, MD
Sydney Whisler, CA
Fiona Harnischfeger, NY
Lara S. Ojha, MD

NATIONAL RECORDS APPROVED

Feminine 15m & Standard
Out and Return distance
470.27 sm
Free out and return distance
470.27
Kathy Fosha

Feminine Standard
Free three turnpoint distance
470.27 sm
Kathy Fosha

Feminine 15 m, Standard, Open
750 km out and return speed
66.31 mph
Kathy Fosha

Feminine, 15 m, Standard Open Class
500 km triangle speed 76.8 mph
Kathy Fosha

Feminine 15 m, Standard
Free triangle distance 522 sm
Kathy Fosha

Feminine 15 m & Standard
300km speed 65.74 mph
Kathy Fosha

STATE RECORDS APPROVED

New Mexico,

Junior/15m
Free Distance 86.16 sm
Trace Dowell

Junior/Standard
Free Distance 86.16 sm
Trace Dowell

Junior/Sports
Free Distance 78.83 hmi
Free distance up to three turnpoints 175.63.12 sm
Trace Dowell

Female Standard
Free Distance 72.5 sm
Free out and return distance 88 sm
Free distance up to three turnpoints 163.12 sm
Free triangle distance 87.1 sm
Grace Whiston

Female/ Open Class Single-place
Free Triangle Distance 87.31 sm
Grace Whiston

Feminine/Sports
Free Distance 72.5 hmi
Free out and return distance 87.43 hmi
Grace Whiston
Free triangle distance 86.74 hmi
Grace Whiston

Female/Open Class Multiplace
Out and Return distance 49.08 sm
Free out and return distance 49.08 sm
Triangle distance 103.6 sm
Nikita Webb, crew: Raily Blankley



From the editor

Covid-19 did not disappear with the arrival of the new year. To the contrary, cases everywhere are increasing, the number of deaths are climbing. So far, our retirement community had only two cases, both while off campus. Being part of the largest hospital in the region and having a nursing home on the premises, we were in the frontline eligible for the vaccine. We got the first shot on December 30 and the second one on January 20. Both times I had no ill-effects except for a sore arm for a few days.

Hopefully with the new government in Washington in place we will get this devastating pandemic under control so life can return to normal. We here at Warwick Forest are still under semi lockdown, a full lockdown possible at any time.

But like the daffodils that have already broken ground here, glider pilots are starting to stir. Karl Striedieck and Sarah Arnold will be honing their skills at the "Seniors" in Florida during March hoping that the double seater Worlds this summer will not be canceled again in 2021.

Talks about the 2021 WSPA seminar (postponed in 2020) are being heard. My club had a flurry of solos during the last few months with a new crop of glider pilots ready for the new season.

WSPA is welcoming a new Board of Directors. Their names and positions are being listed on the left side of page 2 of Hangar Soaring..

Last and not least: When I opened my January issue of SOARING, I was surprised of finding my likeness in there. I don't know if a Coast Guard Station is a military base, but that's where I landed sometimes in the 80ies. The story about this later.

Frauke

2021 WSPA Scholarships

It's time once again to think about our WSPA scholarships, and I'd like to remind members about the upcoming deadline for 2021. Applications and all materials for most of the scholarships are due by **March 15**.

Information and online application forms are available on the WSPA website: <https://womensoaring.org/scholarships/>. The scholarship page also includes tips for preparing a good application. If you have any questions about eligibility or requirements, please contact me at scholarships@womensoaring.org.

If you or other women soaring pilots in your club or commercial operation are eligible for one of the scholarships, please apply. Our WSPA Scholarship Committee members are **Phyllis Wells, Elaine Ernewein, Cathy Keller, and Susan von Hellens**. Our new Scholarship Director on the WSPA Board is **Dani Cerne**. We are looking forward to receiving your applications!

Alice Palmer
WSPA Scholarship Chair

Welcome New Members

Natalia Bochkareva, IL

Michelle Conklin, NY

Sarah Lopez, CA

Avia Rian Shelly, FL

Stella Szostak, MD

India "Sky" Vincent-Philpot

President's Notes

Greeting to all our WSPA members and friends.



I hope your transition into the new year is going well. The 2021 soaring season has arrived and spring flights are right around the corner. I challenge you to commit some time and again experience the joy that this wonderful sport offers! It is past time to finalize your 2021 flying goals and plans for a memorable year. Planning and regular practice are the way to stay safe while increasing piloting skill and success.

Let a WSPA scholarship help you achieve your soaring dreams! Applications are due in March. Whether you want to begin your instruction, complete your glider rating, head out cross country, earn an advanced rating or attend a contest or seminar; there is a scholarship for you! Sadly, every year some of the awards have no applicants. Alice Palmer and her hard working scholarship committee are waiting to hear from you. Our website describes each scholarship and has an excellent column with hints on how to assemble the best application.

The WSPA 2021 seminar is tentatively planned for late August in Vermont. Please hold a place on your calendar for this special event. Hostesses Margaret Roy and Cathy Keller will make a final decision in the spring, depending on COVID conditions. Also check out the July cross country camp at Moriarty, NM. Committed participants are required to prevent this opportunity from being canceled!

The trophy committee is hard at work deciding how to recognize our members' best flights. Plan and fly a cross country flight and submit on OLC. The Anne Morrow Lindberg (AML) trophy is handicapped for pilot experience and plane performance so that new cross country pilots are fully competitive. WSPA's new trophy will recognize our most outstanding US female soaring pilots.

A glance at any *Soaring Magazine* reveals the many youth participating in soaring clubs around the country. I am proud that my club, Mid-Atlantic Soaring Association (M-ASA), is doing its part. A December 2020 article in *Soaring Magazine* featured the five flying families of M-ASA. Six of the 8 youth from those families are young women! Five soloed last year and will soon be rated glider pilots. I hope many of you will share the achievements of the young women in your clubs. Wouldn't it be fun to have many of them get together during the 2021 WSPA seminar?

Please join me in welcoming our new board members. Linda LaBerge, vice president; Gail Schipper, secretary; Margaret Roy, treasurer; Dani Cerne, and Ulrike Franz. Uli is our international director and Dani will coordinate with our scholarship committee. Ute Kaden continues as membership chair and I will continue with the privilege of serving as your president. Warmest thanks to our outgoing board members; Mary Rust, Elizabeth Tattersall, Val Paget, Irena Raymond and Irit Abramovich.

After all the difficulties of last year, I am anticipating a year of opportunity and outstanding flights in 2021. WSPA is here to help make that happen for you. Let's be there for WSPA and each other.

Cathy



Thank You to all who came to my ZOOM birthday party on Jan. 30. It was great to see so many of you. In case you missed it, here is the link

<https://youtu.be/mTKzFR1AnV8>

Frauke



It was a Spring day sometimes in the early 80ies, a day promising for a cross country flight. After one unsuccessful try to fly my Silver C distance, I set out to try again, this time to Edenton, NC, 56.2 mls straight south from my home gliderport in SE Virginia. One of my club members in his SF27 had taken off an hour before me with the same destination in mind. After he heard that I was air born in our Ka8, he radioed me periodically weather information. I knew Edenton had a municipal airport with two big WWII hangars. I had seen them on a road trip years earlier.

And there I was happily on my way south with plenty of altitude. Piece of cake I thought. Reaching Suffolk, VA and its World War II airport at the western edge of the Great Dismal Swamp, I paused for a while watching a drag race on one of the airport's old runways and then proceeded to the edge of the swamp which acted like a ridge making use of the good "ridge lift". All went well until I reached the southern end of the Dismal Swamp, an unforgiving landscape with hundreds of draining ditches which were draining (or drained)

a big piece of the swamp. And suddenly I hit the big sink. I knew my flight was doomed and I kept looking for a good site to land. A closer look at the field I deemed suitable revealed that it was a "mud flat" since a few days earlier we had a big rainstorm hitting the area. No way I was putting the Ka8 in there. My crew could never get in there with the trailer. Then I saw a nearby town. I pondered the football field, but the approach was too difficult. And then I saw a big hangar in the distance. Hm, where there is a hangar must be an airport. I was at that time already so low that I did not see the runway until I was in the final approach and didn't know I was approaching the Elizabeth City Coast Guard Station until I heard the controller alerting an incoming airplane: "I have a glider in approach". Oh my god, what had I done. I landed on the main runway but rolled off into the grass. I soon had a car with Coast Guard personnel approaching and the two gentlemen helped me to secure the Ka8. Then came the trip to the tower where I profusely apologized to the controller for breaking all the rules. I was so desperate for a

Cross Country Adventure

By
Frauke Elber



Coast Guard Station at Elizabeth City, NC

place to land, that I forgot everything else. The controller was very gracious and told me: "I know a glider is always in an emergency".

Fortunately, it was a Sunday afternoon, and the station wasn't busy, and they were glad for the unexpected excitement. While at the tower, I heard the pilot of a Falcon jet which was coming in for landing asking: "Is that a glider down there?" We had a friendly chat at the tower, and I answered many questions about soaring.

From the tower I called my husband at the gliderport (this

was long before the cell phone age and told him about my whereabouts. He and one of our tow pilots were coming down in the Citabria to pick me up. The Citabria, did not have a radio yet and the controller kindly suggested that he was going to give landing permission with light signals. It didn't take very long until the tug appeared and landed. I again apologized, but deep inside I was very worried that I would hear from the FAA very soon and would have my license suspended. (it never happened). My husband deemed that I had enough excitement for the day and that he was going to pilot the Ka8 in tow while I

was riding in the Citabria and thus I made it safely home.

PS

The big hangar I saw as the rescuing beacon was a blimp hangar.

I asked the SSA office later to send some soaring posters to the friendly coast guard folks to decorate their offices.

My club mate made it to Edenton, NC and I learned from him that the two WWII hangars did not exist anymore.

And last not least: I got my Silver distance out of this flight.

I shiver when I think what the outcome of such a discretion would be these days in the post 9/11. era. I probably would end up in jail.



A reader recently asked when this quilt was made and by whom.

I could not find a record of who the winner was

This quilt, made from WSPA t-shirts was made by Chris Schneers, our previous Hangar Soaring editor. We raffled it off at the 2005 Convention..

Women's Soaring Seminar 2021

Margaret Roy and Cathy Keller

Save the dates: We are uncertain if the Women's Soaring Seminar will be able to be held this year, but if so, it will be in New England at Springfield, VT, on August 16–20, 2021. Look for more information as time unfolds. Here's hoping.

(the 2022 Seminar is still in the planning to be held in Germany. Get your necessary paperwork in time)

I wrote the following story in 2017 as a home work assignment in my writing class at the LifeLongLearning Society of Christopher Newport University

Frauke

Sparky

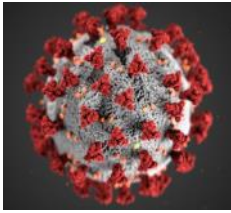
The young girl, a 5th Grader at Windsor Elementary school lives with her family in a street at the south end of the Garner Gliderport runway in Orbit, VA. She, her father and older sister stop by frequently to watch the sailplanes taking off and landing; longingly dreaming to get a flight herself one day. On occasions I had her sitting in the 1-26, one of the club's single seaters and, when the wind was strong enough, having her balancing the wings. So over time I got to know her a bit better, though I never learned her name. Last Fall, I had a conversation with her about school. She seemed to be an eager and good student. So, I made a deal with her: when she could get on the Honor Roll this school year I would pay for a flight.

I hadn't seen her or her dad since then. This Spring, I was in the clubroom when somebody came in to tell me that there was a young girl who wanted to talk to me. And there she was with dad and sister in tow, smiling and beaming: she had made Honor Roll. I gave her a big hug and made arrangements to have her flying in the newest of our sailplanes. Ed, a seasoned glider pilot was going to take her up. He gave her a thorough briefing and then off they went. When they came back 20 minutes later, she was all smiles and bouncing around like a ping pong ball. They stayed a while and when they left the father thanked me profusely. I think I was all smiles and bouncing around myself (as much as I still can) all afternoon. The whole story left an incredibly good feeling. Now, her older sister is aiming for the Honor Roll too.

And yes, her name is Sparky and she is 11 years old

A Flight Instructor's Perspective on COVID-19

By Michael Grave, MD CFI



The responsible pilot understands the importance of preparation in conducting flight with the smallest possible risk. Assessment of the flight crew, aircraft and flight conditions are essential. Our American FAA requires that we fly only after obtaining "all available information" about the planned operation.

Such regulation may seem to be unduly burdensome and many survive hundreds of flights with suboptimal preparation.

We might also be lucky with COVID-19. After all, the virus only kills about six or seven in a thousand who become infected. Millions have sailed through a cold-like or entirely asymptomatic infection. Why worry?

Yes, you can probably get this virus and not die or even have the far more common permanent long-term health impairment. But your asymptomatic or pre-symptomatic infection is likely to infect two or three others who may be less fortunate. So don't get this infection (and pass it on).

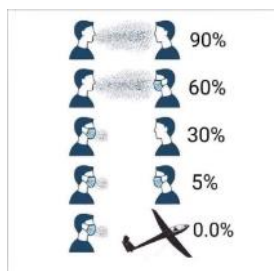
This is an airborne infection transmitted by water droplets and aerosols which contain the viable virus. Many months ago, much ado was made of contact transmission because another coronavirus which causes the common cold is transmitted by contact. COVID-19 is a different coronavirus with very different transmission. The N95 respirators I and my medical office staff have worn this year have allowed us to interact with many hundreds of patients and continue to provide care. When one of us acquired this infection during a mask-off encounter with a family babysitter, she did not transmit the infection to other office workers nor to patients.

The virus becomes non-infectious when deprived of its protective liquid droplet. Non-infectious virus fragments can be found on surfaces which were breathed on by infected patients. Direct contact shares the common cold; airborne droplets share Covid-19.

My suggestion to friends, patients and fellow pilots is to wear your properly fitted N95 respirator to protect yourself. Get vaccinated as soon as possible. **Continue mask-wearing, especially indoors and when around others, even after the vaccine.** Current vaccines in the USA still allow you a 5% chance of developing symptomatic COVID-19 and possibly a much higher chance of becoming an asymptomatic spreader of this disease.

My medical colleagues are seeing increasing numbers of asymptomatic and mildly symptomatic COVID-19 positive children. This observation, plus the development of potentially more contagious mutations, makes prevention imperative. By preventing infection in ourselves and our families we can ultimately control this pandemic.

Michael Grave has been a long time WSPA member and supporter.



From Germany

Soaring Safari from Trier to Zwickau and back

By Anette Weidler & Marc Theissen

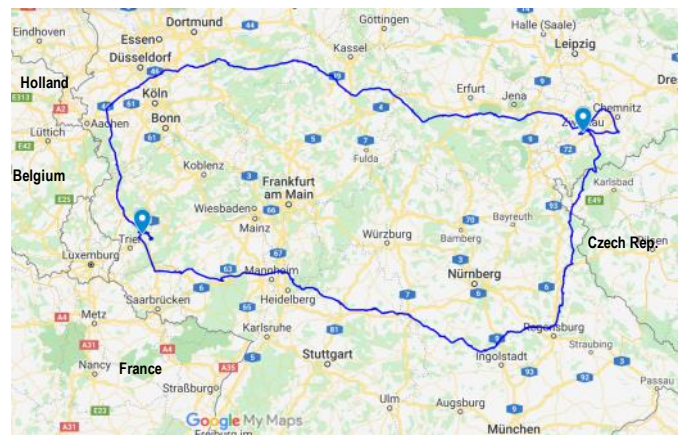
Since we had a great experience last year with our trip over the weekend to Schwäbisch Hall we decided to repeat our soaring safari this year.

In August, my husband Marc and I finally succeeded in our big project: Soaring safari with our Stemme S10. We took advantage of the 2nd weekend in August with a beautiful weather situation and flew from near Trier north to Aachen and then to the east through the corridor of Düsseldorf and Cologne. The thermals were bombastic, and it drove us on and on. The weather was so good that we might even have reached Berlin. But in Zwickau we decided to land. We flew a little further to Chemnitz and then back to Zwickau and landed there. We spent a nice evening in the nearby hotel with a delicious dinner.

The next morning, we took off and we flew to the Czech Republic border and then headed south in direction Regensburg. We flew a rectangle of 1,162.56 km this weekend. It is always extremely exciting where it will take us, and it was again a great experience. The last part became a bit exciting due to a wall of thunderstorms in the Hunsrück (a high plateau near Trier). There was a wall between Ramstein and Trier. Thanks to the tower guys of Ramstein, Hoppstädten and Trier we were updated about the storm. We made it home in one piece. We are already very excited about where we are going next year. We will definitely do it again!



Anette, Marc & the Stemme



BFSS 2-33A Refurbishment Project

by Alice Palmer

Nearly three years ago, the Black Forest Soaring Society embarked on a project to refurbish the club's 2-33A, N65840. I first flew this glider at the age of 15 at the old Black Forest Gliderport, back when the ship was only a few years old. After 6600 hours and hundreds of students later, the glider was in desperate need of significant attention. In my fondness for this ship and with my project management experience and (rusty) aviation maintenance skills, I volunteered to head up a fuselage recovering project. Under the supervision of our club's mechanic, Doug Curry, we would use significant volunteer club labor to reduce the cost. We had many dedicated volunteers, including three WSPA members besides myself: the mother-daughter team of Becky Kinder and Julie Kinder, and associate member Mark Palmer.

We began the project in spring of 2018, thinking we'd finish the bulk of the project before the snow flew that fall. Well, optimism is a good thing! Our first task was to disassemble the parts and get the fuselage in shape before recovering. We were lucky that the ship has lived in our dry climate for most of its life and had no serious rust or damage, other than a small crack at the tail post that was welded by Doug. We removed the surface rust with sand blasting, then used a two-part epoxy primer tinted gray for the fuselage.

Since most of the core volunteers had never worked on a fabric recovering project before, we began with what we thought would be an easy, smaller task: recovering the elevator and horizontal stabilizer. There are countless details in a good fabric job. In learning fabric techniques through this early phase of our project, our volunteers developed the patience and attention to detail that have served us well over the entire project.

One of our challenges was sanding and repairing the fiberglass nose cone. Over the years the nose had been filled, sanded, and repainted many times. It took lots of hours and many volunteers to sand down through the old filler and make fiberglass repairs so we could have a good surface for painting. We learned that even mishaps can be fixed. A drop-light fell and burned an area inside the nose cone but was quickly fixed with a fiberglass patch.

After the tail feathers were covered and ready for paint, we moved on to recovering the fuselage itself. By this time we had spent enough time in our club's hangar shop to know that the roof leaked during heavy storms. Our buildings and grounds gurus spent many days chasing down and fixing leaks, which we thought were all but fixed as we moved into the cooler fall weather. Since our shop was unheated, we had to create a makeshift plastic tent to provide a smaller space to heat. As it turned out, it also served to protect the ship from the persistent roof leaks, with melted snow raining down on our party throughout the winter.

Becky and Julie joined us about a year into the project. They brought experience to the project from their maintenance volunteering with the Vintage Aero Flying Museum in Fort Lupton, Colorado. By that time we had the the fuselage covered and were starting to work on surface tapes and gussets. We learned how to fix major boobos in the fabric application (for example, when I cut the material too short to go around the strut fittings). In this we were grateful to have the help of aircraft restoration experts. In addition to Doug Curry, who has years of work on Schweizers, we also used the talents of Dave Allen and Jamie Treat, both at Kelly Airpark where our club is based.

In March of 2019, the Airpark was hit with the Bomb Cyclone, which dumped 5-foot drifts everywhere. The wild winds and blizzard even found every open crack in the hangar walls. After that storm, we were cleaning snow drifts out of the hangar shop. Our makeshift paint booth sagged under the weight of frozen chunks of ice, but did not fail and kept our project dry!

By summer of 2019, we were nearing the end of the recovering phase with the fuselage almost ready for final coatings. Originally, we had

planned to defer repainting the wings to a later date to spread out the cost and put less burden on the volunteers. That summer, our club decided instead to purchase the K&L Soaring mod that allowed us to increase the 2-33 gross weight by 40 pounds. Although this mod should allow more pilots to fly the ship, we did not foresee how much additional work this would entail. In addition to stripping the paint from the wings and having Doug install many inspection panels, our team had to have the steel fittings non-destructively tested, which revealed some cracks needing factory repairs. Additional work was needed on the rear carry through spar, as well as repairs to some cracks in the leading edge sheet metal.

All of this has been good to have completed, but it has also greatly extended the time on our restoration. Finally, in the fall of 2020, we were ready to have the wings and fuselage painted by Jamie Treat. The ship rolled out looking even better than we had hoped for. We assembled the ship in November and have worked since then to finish all the endless details needed to get us flying, hopefully this spring. We continue to battle challenges of working in a cold hangar and having other higher priority club maintenance projects that take precedence.

This project has provided an opportunity for our many volunteers to learn new skills. Not only did we learn fabric recovering, we learned about fiberglass repair and layup, etching and Alodining, and all the many other details that go into a complete restoration. Most of all, we learned to adapt when things don't go according to plan! We would not have been successful without the support of our entire club and our Airpark neighbors through volunteer labor, donated funds, donated tools and materials, and sharing of expertise. I'm grateful to everyone who has made this project possible.



Raul Boerner, Becky Kinder, Julie Kinder



She will fly soon again



Syd Whisler and her instructor Neita Montague take the very first flight of the year out of Air Sailing, Reno, NV. Syd went on to do the first solo flight of the year in a 1-26
Submitted by Neita Montague



A note from the National Soaring Museum:

Here's the list (in no particular order) – we will be continually adding to this as time goes by (including other folks that you have suggested).

Ed note: the exhibition is slated to open in May (Corona Virus permitting)

Anne Lindbergh	Doris Grove
Ginny Schweizer	Harriet Hamilton
Elizabeth Schwenkler	Patricia Hange
Frauke Elber	Lianna Lamont
Marici Reid	Bertha Ryan
Sarah Arnold	Betsy Woodward
Leila Tweed	Janice Armstrong
Simine Short	Sabrina Jackintell
Audrey Artman	
Helen Dick	

Gary Swift, the recently retired editor of the 1-26 newsletter (we editors communicate with each other), sent me the following link.

“None of us will ever forget the green "Orion Slave Girl" from the original Star Trek TV series. But it turns out that Susan Oliver was also the fourth woman in history to fly a single-engine solo crossing of the Atlantic in her Aero Commander 200!”

<https://www.youtube.com/watch?v=z3OlgGG4vg>.

A Note to WSPA

WSPA received the following hand written note together with a membership renewal

It's great to support such a phenomenal group of fellow gliderpilots. My primary instruction for my glider rating was by Pat Hange and Harriet Hamilton, Lenox flight school, Mulberry, Florida in 1972. I really enjoy flying regularly with Elizabeth Tattersall out west. Plus, a little push from my friend at Tidewater Soaring Society, Frauke Elber!!! How could you say NO.

You lady gliderpilots are awesome. Keep up the great work
Pat Murray

Pat is a retired airline pilot, now flying air ambulances. He is a tow pilot at TSS where he also flies his 1-26



First mother-daughter crew at Skywest Airlines Captain Suzie Garrett and first officer daughter Donna

Brief bio of Arleen Coleson:

Space allowing, I decided to once in a while leaf through my extensive files on women gliderpilots past and present and bring some pilots they never heard of, back our new and younger members, pilots that didn't make it into the record books or Hall of Fame but nevertheless left their mark in the sport.

Arleen Coleson was a WSPA member and big supporter. We worked very well together and during her tenure as SSA Badge Lady she always provided me with the addresses of women pilots listed in the badge column. I in turn then contacted these women when they were not WSPA members yet and encouraged them to join. Arleen served as WSPA treasurer and also made two beautiful quilts for WSPA, which we raffled off at two separate conventions

Nee W. Arleen Reimann June 1939.

First Glider Ride: Lake Elsinore 1967.

Crewed for husband in 1-26 approx next nine years.

Co-Owned Skylark Gliderport, Lake Elsinore 1971-1980.

Earned Private Glider Certificate in 1976.

Sold most Schweizer gliders of any dealer in 1979.

Subsequent soaring businesses at: Perris Valley, El Mirage, and Murrieta.

Earned Commercial Glider Certificate in 1982.

Married Eric in 1982. Moved to Colorado Springs in 1982.

Returned to California in 1984.

Hired by SSA at Santa Monica in July of 1984 to be the FAI Badge & Records Secretary.

During tenure at SSA 1984 and 2004, Arleen homologated more than 3,000 badges and records in addition to over 12,000 tasks, letters, telephone calls & emails.

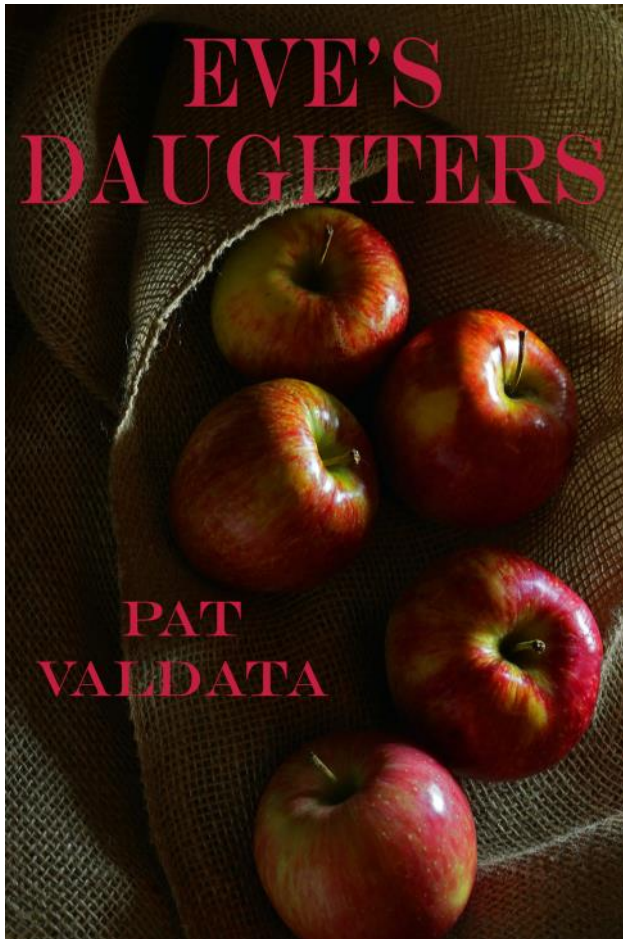
While "The Badge Lady," simplified badge and record applications and their forms.

Earned SSA's Exceptional Service Award in 1989. Earned NAA's Certificate of Recognition in 1996 for eleven years of exceptional service as FAI Badge and Record Secretary.

Had large responsibility for the Atlanta Convention in 2004 — initiated and implemented the Charlie Spratt Roast.



New Books

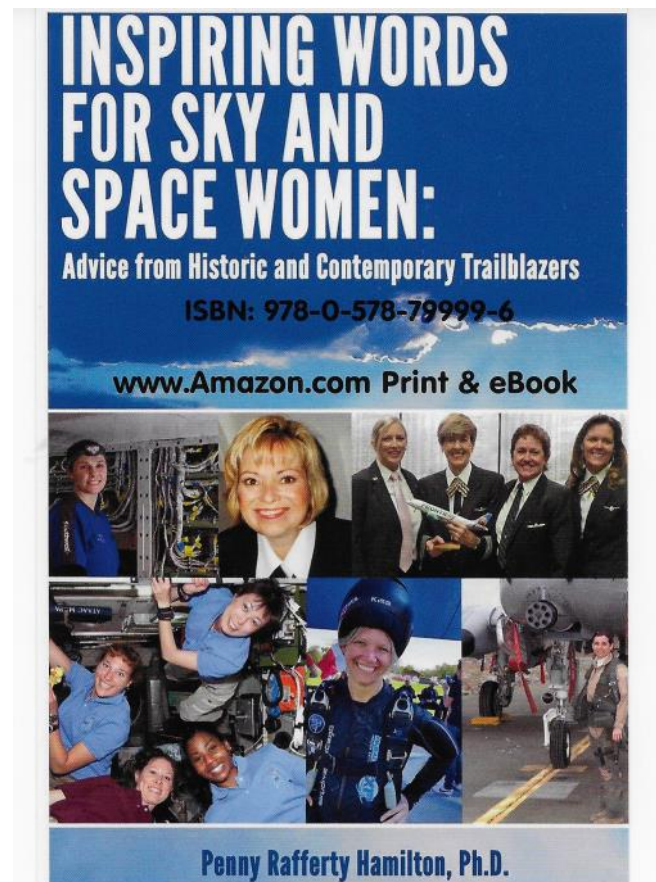


WSPA member Pat Valdata's third novel, *Eve's Daughters*, was released by Moonshine Cove Publishing in November 2019. Available in print and Kindle editions, the book puts a feminist spin on the classic myth of *The Fall*, times two. Book One takes us back to the Early Copper Age when a matriarchal, agricultural community encounters patriarchal nomads for the first time. Book Two, set in the more recent past, retells Milton's version of the Adam and Eve story, filling in details of what happened after they were thrown out of that famous garden. For ordering information, see Pat's website: www.patvaldata.com.

This book contains the words and short introductions (some of them in their own words) of 188 women aviators from early pioneers to military pilots and astronauts. (Two WSPA members, Sarah Arnold and Karen Kalishek are also featured).

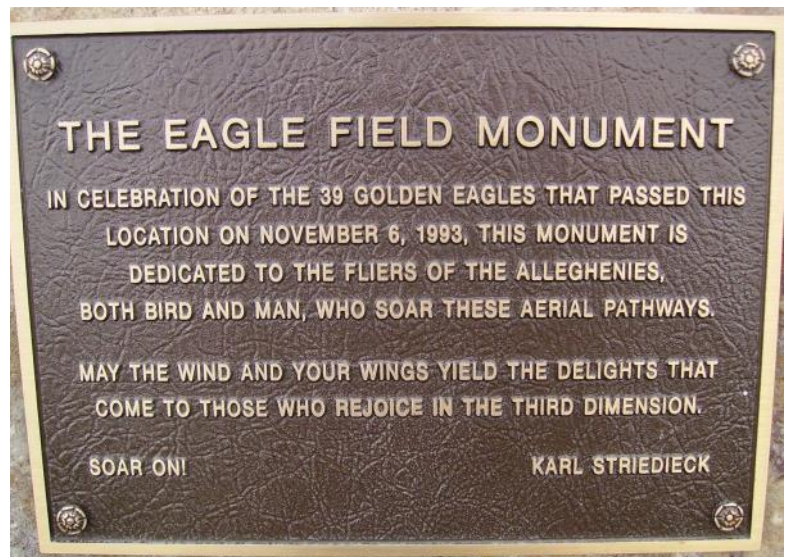
To learn more about these outstanding women an extensive bibliography (14 pages) and on-line sourcing can be found at the end of the book.

This book can serve as an inspiration for young girls who never thought that they could pursue an aviation career.





Since 1923, this famous aviator monument commemorating the fallen airmen of WWI graces the west side of the Wasserkuppe Mountain, Germany, birthplace of the soaring movement with a bronze eagle on top of a volcanic basalt outcropping. After the 2009 seminar in Slovenia, several WSPA members visited this historic soaring site and a few had the opportunity to fly a primary glider launched by bungee cord..



At Karl Striedieck's mountain-top home at Eagle ffield, PA a small replica of the Wasserkuppe monument memorizes an event that took place on November 6, 1993. Eagle Ridge is part of the flyway migrating birds take.

WSPA DUES

WSPA Dues - Due Date: July 1st 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 , 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

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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