



# Hangar Soaring

May 2023

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS  
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300 km in a 1-26



**Frauke Elber being presented with the 2022 Paul Schweizer Lifetime Service award by SSA Chairman Michael Shakman (after a year delay due to Corona)**

Photo: David Hart



**The 2023 Paul Schweizer Lifetime Service Award recipients were Janet and Larry (posthumously) Barrett**

Janet (right) with Frauke Elber (left)

Photo: Cam Martin

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

## BOARD

**Cathy Williams**  
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PO Box 70  
Fairfield, PA 17320

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Fairbanks, AK 99709

**Ulrike Franz**  
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72762 Reutlingen  
Germany

\*\*\*

**Scholarship Chair**  
**Alice Palmer**  
[scholarships@womensoaring.org](mailto:scholarships@womensoaring.org)

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[editor@womensoaring.org](mailto:editor@womensoaring.org)  
OR

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

**Colleen Koenig, Webmaster**  
[webmaster@womensoaring.org](mailto:webmaster@womensoaring.org)

## Badges

Recorded through March 2023

**Silver Altitude**  
Lauren Reed, NV

**Silver Distance**  
Lauren Reed, NV

**C Badge**  
Susan K. Peirick, AZ  
Olivia Tate, FL

**B Badge**  
Susan K. Peirick, AZ  
Olivia Tate, FL

**A Badge**  
Susan K. Peirick, AZ  
Olivia Tate, FL  
Luisa Ross, TX



## From the editor

Finally, the SSA convention took place again after a year's postponement. Getting there was for several of us and exhibitors a challenge due to inclement winter weather. Though, all my flights were on time, others had quite some adventures to get to Reno or even didn't make it all. I finally after a year postponement, at the banquet received the Paul Schweizer Lifetime Service award, an honor I treasured because I was only the third woman honored with this prestigious award, the first one being Bertha Ryan, my good friend and mentor. But as I told the crowd at the banquet, 50% of the honor should go to my late husband Wolf, since we worked as a team for 50 years.

The new soaring season began with a BANG. at the Senior Contest in Florida: a whole female team made history being the firsts in any contest and ending in 2<sup>nd</sup> place (see story). Then the good news reached me that two women pilots in low performance gliders (1-26 and PW5) flew their GOLD Distance at the Ridge Camp in Tennessee. (An other story in this Hangar Soaring). Which made me think about something probably very controversial: with women making strides in the male dominated world of soaring, maybe down the road we don't need gender separated contests any more. We have already a few women competing in gender-neutral races. These women have

## President's Notes



Our 2023 soaring season is in full swing. Whether you are busy supporting the soaring community, cheering on the flying of others or achieving your own soaring goals; there is so much happening for you to enjoy.

Working for a solo or new rating? Reach out to others for support. Share your successes.

Ready for help expanding your skills at a new soaring site? It is not too late to sign up for our July WSPA seminar in Germany or the September Women's Cross Country Camp in Moriarty. Registration information can be found on the website and in Hangar Soaring (Feb.2023). Information on the 2024 seminar in Kansas will be available soon.

Flying cross country? Send your badge, record, or memorable flight stories to Hangar Soaring. Remember to submit your best flight for the Anne Morrow Lindbergh trophy. The trophy handicapping makes beginners' flights very competitive.

Interested in competition? Sign up for a contest, volunteer to crew or enjoy following how others are doing. At least 10 women are competing in US contests this year. Follow them in the 1-26 Championships, the region 5 and 9 Regionals, the Seniors and the 15 meter, Sports and multi place Nationals. This year we welcome Adrianna Barrigan, Colleen Koenig and Avery Simer to our short list of active US women competition pilots.

In July, Sylvia Grandstaff and Kathy Fosha will represent us at the Women's World Gliding Championships in Spain. WSPA will be giving them some financial support. The costs of competing overseas is very high! Please donate to the cause by using the tab on WSPA's website home page (write WWGC in the comments).

Congratulations to 2023 WSPA scholarship awardees who are announced in this issue. Several will use their awards to give back to soaring by completing their glider instructor ratings. We are all grateful to Alice Palmer and the entire scholarship committee for their hard work! It's not too early for our full members to check out the scholarships available and plan to apply in 2024.

*(President's Note on page 3)*

gained so much self-esteem that they feel comfortable in a (still) male dominated environment. Also, many male competitors now recognize the skills and endurance of their female counterparts. Gone are the days where men proclaimed: "Women will never be as successful in aviation as men. They don't have the right nerves" (source: Die Schwestern des Ikarus (the Sisters of Icarus) ISBN 3-89445-329x). I won't see that advancement anymore, but maybe future generation of women gliderpilots will.

#### Correction

In the February 2023 HS's Badge column I listed Whitney van Brink, NM having been awarded an A and B badge. I extract this information (women only) from SOARING and it turned out that Whitney is a male. I met him at the convention. I apologized to Whitney but invite him to join WSPA as an Associate Member.

**Frauke**

*(President's Notes from page 2)*

Nearly all of our scholarships this year were funded by the \$12,500 grant awarded to WSPA by the SSA. The grant includes an equal amount for the 2024 scholarships. The purpose of this \$25,000 grant is recruitment and retention of soaring pilots. Not only will our award-ees fulfill that purpose, but the WSPA funds (already dedicated for scholarships) that we save over these two years will grow our endowments and ensure the availability of scholarships in the future.

Enjoy and treasure the friendships and adventures that only soaring can offer,

**Cathy**

## Returning to Flight by Kristin Farry

I have building a resource and forum for pilots who are struggling to regain their flying confidence after a bad experience. This might be something that happened to us personally, or something that we saw happen. It might be something that happened in an aircraft, or something that happened in our lives outside of aviation. Or an accumulation of small challenges.

Those of you who were at the last (2022) WSPA seminar heard the beginning of my search for and collection of resources on this topic. Since then, I have taken this to the SSA Convention where some people have volunteered to help. To make this work, however, I need your participation. Please check out [ReturnToFlight.Substack.com](https://returntoflight.substack.com). Subscribe (it's free) to get emails of the pos. Or use the SubStack App to access material.

And share your experience at this post:

<https://returntoflight.substack.com/p/9eb39c63-4822-488b-af87-6a419657a94b>

I look forward to seeing you there!

**Kristin**

## Women's World Gliding Championships 2023 in Soria, Spain

Kathy Fosha and Sylvia Grandstaff will be representing the USA at the 2023 Women's World Gliding Championships (WWGC) at Soria-Spain. The contest flying is July 1 through July 14. We can follow the details at [www.wwgc2023.org](http://www.wwgc2023.org).

WSPA is collecting donations to help Kathy and Sylvia with the significant costs of competing overseas. You can donate using the donation tab at the left bottom of the WSPA web site home page ([womensoaring.org](http://www.womensoaring.org)). Make a note on the donation form that it is for WWGC2023

More on Kathy and Sylvia on page 8

## 2023 WSPA Scholarship Recipients Alice Palmer, WSPA Scholarship Chair

The WSPA Scholarship Committee is very pleased to report that we had 15 outstanding scholarship applications this year. Thanks to donations from various sources and the Soaring Society of America grant we received last year, we were able to award 10 scholarships. Thank you to everyone who submitted an application, to those who gave recommendations for our applicants, and to the clubs, commercial operations, and contest organizers for your support of our scholarship recipients as they achieve their goals.

Congratulations to the following WSPA members who have been awarded scholarship funds:



**Berea Boerrigter**, from the Black Forest Soaring Society in Colorado, was awarded the Sky Ghost Scholarship. Berea has been flying for a few years and is close to taking the practical exam for her Private Pilot Glider certificate. After earning her license with her scholarship funds, Berea hopes to give discovery soaring flights to young people. Her long-term goal is to make aviation her career by flying professionally. Berea's WSPA mentor is **Becky Kinder**, who is a previous WSPA scholarship recipient and member of Berea's club.



**Brenda Romero** is the recipient of the Mid Kolstad Scholarship. She is a member of the Tulsa Skyhawks Soaring Club in Oklahoma. Brenda is an Airline Transport Pilot and power instructor. Her immediate goal is to use her scholarship funds to add a Commercial Glider rating to her certificate so she can begin taking cadet orientation rides for the Civil Air Patrol. Then she plans to pursue an add-on Glider instructor rating to her existing CFI so she can serve as an instructor with CAP. Brenda's mentor is long-time WSPA member and CFIG **Cindy Brickner**.

*Scholarships on page 8)*



(Ed. note: this convention again was plagued by severe winter weather. Many flights were delayed. Some want-to-be participants never made it to Reno. Wednesday, when we set up the booth, was very cold in the exhibition hall. The outside temperature was 23°F with all the big loading doors open and no heat inside).

The 2023 Soaring Society of America Convention was sensational for all, especially for the **WOMEN'S SOARING PILOT ASSOCIATION**. Renewed friendships were extra special this year after the past pandemic related cancellations of the SSA Convention. Our booth remained a bustling hub with hugs and lots of greetings of new faces with inquisitive visitors wanting to learn more about WSPA.

Young and old people and aircraft greeted you as you walked into the convention center, from the elegantly restored 1938 Schempp-Hirth Göppingen 3 "Minimoa" to the latest Jonker Electric Self-launch (RES) propulsion motor glider. The walls of the convention center were lined with scores of representatives of the latest and greatest sailplane technologies, information demonstrations and gliderport centers, a virtual 'candy store' for the glider enthusiasts.

Among these information centers was the Women's Soaring Pilot Association booth represented by **Mary Rust, Frauke Elber** and several current WSPA Board members eager to welcome all to share and to educate the public on our organization and all the benefits we have to offer.

The WSPA booth was busy throughout the convention with people from all over the world making purchases, inquiring about membership in our organization and purchasing raffle tickets to win a commemorative plaque representing the first shuttle launch\*\*. The Raffle was a main attraction to our booth. The lucky winner was **Linda Hivert!**



Kathy Fosha at the Breakfast

Concurrent with the beautiful aircraft on display in the convention center, valuable lectures were being conducted on all aspects of gliding in the lecture halls. The range of topics covered navigation, weather, winch launching, maintenance, airfoils, composite or wooden repairs, airspace, handicapping, design avionics, technologies, risk strategies, cross country flying, trailers, OLC, oxygen systems, various and more. There was even a lecture on "How To Crash Confi-



Mary Rust, Frauke Elber and Cathy Williams setting up the WSPA booth on a very cold day

dently". leadership of the Women Soaring Pilot Association gave an insightful talk on the goals of WSPA followed by a delightful lecture by **Kathy Fosha** on her records flying year during Covid lock down and the latest 'Easy-Peesy' system of relief for women. She had our undivided attention.

The finale was the SSA Banquet and Awards Ceremony. It was a little like being at the Academy Awards! The banquet hall was packed with old and newly formed friendships sitting at round tables behind a magnificent meal and listening Jay McDaniel present the 2023 prestigious awards. And yes, WSPA and the attendees were proud to give a standing ovation to our very own Frauke Elber who received the **Paul Schweizer Lifetime Service Award**. In Frauke's inimitable nature, she graciously stepped to the microphone and shared the award with her late husband, Wolf. Those of us who have had the opportunity to see this duo in action over the years are forever grateful for their unending love and service to the sport of soaring.

In closing, I would like to add to those of you who may not have ever attended an SSA Convention, it is an opportunity which you will never forget. The knowledge, camaraderie, fun and overall experience is a gift to yourself that you will take to every cockpit into which you climb. And what a pleasure it will be for you

dently".

Once again, WSPA members were among the key speakers. **Cindy Brickner** delivered two dynamic talks. One on "Stop Soaring and Make a Good Landing". The other on "Training a New Tow Pilot". **Colleen Koenig, Alice Palmer and Cathy Williams** spoke on "Women Glider Pilot Advanced Soaring". **Kristin Farry**, delivered a remarkably in-depth psychological approach to "Returning to Flight After a Traumatic Flying Experience". **Leah Condon** spoke on "What Your Crew Wants YOU to Know for Your Next Retrieve". And **Sarah Arnold** spoke on "2021-2022 Revisiting the World Glider Championships". The Women's Soaring Pilot Association breakfast Friday morning was well attended. **Cathy Williams**, WSPA President who was recognized at the SSA General meeting with a Certificate of Appreciation for her



Leah Condon "What your crew wants"

to go to a strange gliderport someday and be able to meet someone and say, "Hey, haven't I met you someplace before?"...and so the friendships begin!

(Ed. note:)

*\*one of the visitors at the WSPA booth was Nick Thomas author of the book "Naomi the Aviatrix", a book about his mother, a famous aviatrix from England. Naomi had flown that particular Minimoa in England back in the thirties. Nick had donated several copies of the book to WSPA and they all sold.*



"Naomi's Daughters" in front of the Minimoa

*\*\* this small commemorative folder consisting of the first day postal stamps and a gold coin commemorating the first Shuttle Launch (Columbia) on April 12, 1981, was donated by Frauke Elber. Her husband Wolf had an essential part in the development of the Shuttle and therefore Frauke and Wolf were at the first launch at Cape Kennedy. They were given this as a memento. )*



Karol Hines, showing her t-shirt quilt of all the contests she has flown in (on both sides of the quilt)

## In the News

March was Women History months and there is a lot of "history" to report.

**Maxyn Hallare**, who soloed on January 29<sup>th</sup> received SSA grant money through Tidewater Soaring Society to continue her training towards her PPL-G

At the convention **Frauke Elber** received the long delayed 2022 Paul Schweizer Lifetime Service award at the 2023 SSA Convention banquet. At the same time **Janet Barret** and husband Larry (posthumously) were honored with the same award for 2023. Over 40 years Jane operates now the Skylark Flight School In Tehachapi which she and her late husband founded. Also at the Convention, **Anne Lafford** received the SSA Exceptional Service Award. **Cathy Williams**, WSPA President was recognized with a Certificate of Appreciation for her leadership of the Women Soaring Pilot Association. **Denise Layton**, Executive Director of the SSA won the prestigious Eaton Award

**Jennifer Hunt**, 2022 Flying Montague scholarship, passed her Commercial check ride at Seminole Lake Gliderport in Florida at the end of March.

**Melanie Paradis**, 2021 recipient of the Maria Farber Scholarship completed her aerobatic training.

**Sarah Arnold**, **Susan Simmons (pilots)** and **Suzanne Tucci (crew)** made soaring history at the Senior Contest at Seminole Gliderport being the first ever all female, two-seater competition team. They finished in 2<sup>nd</sup> place. (Story elsewhere in HS).

**Kristin Farry** and **Adriana Barragan Iberri** flew their Gold distance at the recent at Ridge Camp in the Sequatchie Valley in Tennessee. Kristin flew 328.40 km in 1-26 and Adriana 328.68 km in PW5

And a side note: Tony Condon, husband of **Leah Condon** was honored as the best foreign participant at the Sports Class Pre-Worlds in Australia.

### Ulrike Franz visits Slovenia

The 2009 WSPA seminar took place in Lesce/Bled, Slovenia, the first seminar outside the US. More than 20 US WSPA members participated. Enduring friendships resulted from this seminar. This Spring Ulrike Franz and her husband returned to Lesce to participate in an Alps Soaring Camp held by the German equivalent of WSPA.

Ulrike writes:

"Thanks to **Anna Laura Geusen**, WSPA member from Germany and participant in the 2009 seminar, who participated at the Alps seminar and needed help with the Slovenian language, I got in contact with **Dani Cerne** who at the time was home in Radovica/Slovenia.

As we are presently preparing for the upcoming WSPA seminar and to make more international contacts, I thought it could not hurt to also participating in this one which took place over the Easter holidays.

It was a great pleasure to see the WSPA members who live in Slovenia. Together with Dani we traveled to Novo Mesto to see Denis again, a former WSPA member. He showed us his gliderport and beautiful hometown. We even had a short visit with his parents who by chance used to live in our hometown Reutlingen for a few years. What a coincidence!

**From overseas:** (many of these organizations combine women of all aerospots)

The German women pilots held their annual "Hexen" (witches meeting (after a 2 year hiatus) at the historic Castle Diez, February 3-5, 2023. The following report was submitted by **Anette Weidler**.

Exciting presentations were given by Mara Lynn Becher who spoke on the topic "Decarbonization of Air Sports". Afterwards, world champion Conny Schaich gave an entertaining report on the 2022 World Cup in

(In the News on page 10)



I arrived at Seminole Lake Gliderport on Tuesday afternoon, the 7th of March. This was a few days ahead of Friday's Practice Day because it would be my first time alone at Seniors after unexpectedly losing my Ironman AI last November. I knew I'd have my hands full trying to figure out everything to ensure to get through this event successfully.

Fortunately, a host of angels descended from heaven to help me out. I couldn't have done it without their "beyond generous" help. For starters, my RV and glider trailer had been brought to Seminole Lake Gliderport from its home in Columbia, SC. by a friend. The trailer was in the same familiar spot that AI and I had used for the past several years while competing in this event. Angels removed my beloved Arcus M glider from the trailer and assembled it. Ditto for my RV which seemed to magically be sitting in its familiar site with electricity already hooked up and levelers down in place. I was truly blessed to have this help.

I brought into the RV my things that I'd transported from my home in Marathon, FL. and began unpacking. I also started cleaning out closets and cabinets of AI's clothing. He had plenty of like-new soaring shirts and pants/shorts plus soaring hats, belts, jackets, and sunglasses that would be welcomed by the young people who crew at Seminole Gliderport on a regular basis. I knew that would have made AI happy. My RV neighbor assisted in adding water to my storage tank when he filled his own tank. I turned on the refrigerator and AC. Thank goodness they were working.

I had to figure out which charge cord went to which gadget. So many things to charge and nothing conveniently labeled for me: two Arcus avionics batteries to charge every night after flying, an InReach, a Nano, a Garmin GPS, an Aviation handheld radio storage device for keeping my iPad and iPhone charged while in the glider. Not to mention my own iPhone, comput-

## At the Seniors in 2023

By  
Susan Simmons



er, and iPad to charge for personal use when not soaring. Deborah Kelley was there again this year, so she re-packed my two parachutes. And Mark Oberg did my required transponder check. Passed! Bless these people for being there to do these jobs for the glider pilots, Chris Carter and her army of volunteers for registration. Ann Mongiovi was parked next to my RV while she helped with retrieve desk and

many other jobs. The towpilots were totally dependable and efficient in getting 60 gliders launched in about an hour. Of course, we couldn't have achieved that without our group of hardworking launch teams. Fernando Silva kept us informed of what to expect weatherwise. John Good did his usual superb job as Contest Director, as did Rick Sheppe, our dedicated scorer. And how would this all happen if not for our loveable Director of Ceremonies Rich Owen and Kerry Huffstutler helping to run the show.

So much to learn and relearn. I felt I was drinking from a fire hydrant. Somebody pointed out to me to turn a switch in the glider to "M" in order that the engine motor battery get solar panel charged by the solar panels on the fuselage engine doors. After all, the glider had been sitting in storage for about 8 months. Then remember to switch it back to C1 or C2 to charge whichever avionics battery is being used while in flight to help keep it topped off.

Oh, and do I need to add fuel? Sarah Arnold and I confronted this when she arrived a few days after me. We couldn't be sure whether the fuel container in the trailer had oil added to it or not. If we assumed it did not have oil added to the 100LL and thus added

the appropriate amount of oil that would NOT be a good thing if it had actually already had that oil in it. Double oil dose = BAD. But if we assumed the oil was already in the 100LL and ran the engine without adding oil, that would be an even worse situation for the health of the engine than the oil not actually being in the fuel. Sarah and I solved our dilemma by just going



The history-making team: Sarah Arnold, pilot; Susan Simmons, co-pilot; Suzanne Tucci, crew

with the amount of fuel that was already in the glider and not topping it off.

Then there was the matter of water in the tail for the weight and balance. We opted for no water at all. It worked out ok.

Friday March 10 was Practice Day. Because Sarah had arrived late, and we were not ready to go to the grid for launch we just took our merry time checking everything out and then launching long after the fleet had left. We used the day to get used to the glider after a long hiatus over fall/winter. Because we had to turn in a chip showing engine run recorded on it, we ran the engine for a very brief time to conserve the fuel we had. Everything seemed to be working fine.

Saturday March 11. The big two seat and the long-wing gliders always grid near the back of the runway due to the layout of the runway, with the five allowed guests -usually junior pilots - at the very back. Therefore, after the morning pilot's meetings we had to be ready to grid before single-seat gliders. Our angel crew Suzanne always towed us out on time. Our task on the first official race day was a 1.5-hour task because conditions were not expected to be very good.

Releasing from tow, we found very few thermals to climb up in. The gliders all congregated in just two or three available thermals as we waited aloft for the start time. I noticed that we were in a thermal with twenty-four other gliders. That's a lot of swirling around one's space!!! Then I noticed my FLARM wasn't working. And Sarah's wasn't working in the front of the glider either. OMG, you mean we are going to have to look outside the cockpit (tongue in cheek)? Fortunately, we got that fixed before the next day's flight. We were pleased to finish 5th on the first official competition day. The next day, Sunday, we finished 8th. Two top 10 finishes in a row! It was promising for us. And it will get better...

Monday March 13 was canceled due to rain. I had lots to get done and drove to Winter Haven in my rental vehicle to take care of some estate business. Lots of pressure from the estate attorney right in the middle of my competition. I accomplished ten tasks which helped to lift my spirits and lower my stress level. Pilot Sarah Arnold and crew Suzanne Tucci were doing a fantastic job keeping our history-making all-female team on track while I was being horribly distracted by other life/death issues.

Monday evening we had a delicious Texas Roadhouse dinner in the hangar that equaled Friday's welcome dinner provided by the same restaurant. Each morning before the pilot's meeting Rock Star Café provided donuts and breakfast sandwiches at the hangar. The biggest lemon-filled donuts I have ever seen. By comparison Dunkin Donuts sized donuts would be like recalling that famous burger ad "Where's the beef?"

Tuesday March 14 wasn't looking great for our third day of racing. Two sniffers were sent up to check out the viability of the day. They weren't doing well. Therefore, six more gliders were sent up to sniff out the weather. When that didn't seem to get the attention of the thermal-generating gods, the race was cancelled for the day.

Wednesday March 15, we got third place for the day. This moved us up to second place overall. Sarah was doing a great job securing us a place on the podium. As back-seat navigator, I am doing what I can to help during the task, but I am realizing Sarah is so much more capable than my husband Al was. And he was a

pretty good pilot. I don't have to bark any orders to her about speeding up or changing flap position. She always appears cool, calm, and collected. It could almost put me to sleep. I really enjoyed soaring with her though. Sarah just asked me to keep her out of B airspaces of Orlando and Tampa. I was perhaps a bit more familiar with the area since I live in Florida, but she certainly had the big picture.

Thursday March 16, the next to last day of competition and weather is good. 2.5 hour Turn Area Task we finished tenth for the day. That was not nearly as bad as it sounds because our 19th place garnered us 961 points compared to the 1st place 1,000 points just 39 points difference. Scores were quite tight. And we managed to hold our second place overall.

Friday March 17 brought good weather and a three-hour task. At this point I was happy with how things had gone and felt I'd be ok if things went somewhat south on our last day. I know even the best pilots can screw up or simply have bad luck sometimes. As we progressed on our day's task and lift seemed to be getting weaker, I realized we were going to be considerably overtime on task, and I feared what I thought had started out great was going downhill. When we landed after about 3.5 hours, I felt no confidence that we had done well and questioned in my mind whether we could have possibly slipped from second place and maybe have even slipped below third place. No point worrying about it; what was, was. We would find out at the awards dinner in the hangar that night.

Lo and behold, I do declare. Sarah and I were quite surprised and delighted that we got First place for the day. We had held onto second place overall. And we were a mere four points behind Jim Lee's 4729 points. Ken Sorenson had also held onto third place. Interestingly Sarah and I had the same placing as Al and I had had in 2021 at Seniors: Second place overall and first place for the day on the last day of the contest.

Honey, if you hear me Al, we did it to honor your memory.



Susan Simmons, Ken Sorison and Sarah Arnold (with a little help of Photoshop)



From Page 3

## Biographies of Kathy Fosha and Sylvia Grandstaff who will fly in the WWGC2023 in Spain

### Kathy Fosha



Kathryn (aka Kathy) has been flying gliders for 22 years and owns and flies a Discus CS and a quarter share of a Duo Discus. She represented the United States in the 2007 Junior World Gliding Championships in Rieti, Italy, and served as the team captain for the Junior World Championships in Musbach, Germany in 2011. Representing the US team at the 10th Womens World Gliding Championships in Lake Keepit, Australia in club class she placed 12th. She is proud to be part of the team in which the first US world champion was crowned since 1985 (Sarah Arnold, Standard Class). During the 2020 season, Kathy set 47 National and California state records - the best way to social distance! In her professional life, Kathryn holds a BS in mechanical engineering and a MS in aerospace engineering. Currently, Kathryn is an engineering director at Northrop Grumman where she is the Chief Engineer for RQ-4 Global Hawk Republic of Korea and Japan variants.

Kathy has arranged for an ASW-20 to fly in Garay, and to prepare she is borrowing an ASW-20 local to southern California. She is flying the Avenal spring contest (not SSA sanctioned) and will be flying XC out of Tehachapi (there are more records to break)! Having been part of 4 international contests, her biggest insight or takeaway is that managing stress is important and that you are the pilot you think you are. Flying for the USA is a huge honor - especially as part of the women's team. It turns out that representation matters, and she cannot wait for more women to join in the fold of racing pilots.

Kathryn lives in Tehachapi with her partner Jim, and her cat, Norigato (rescued from an RV park at a glider contest).

### Sylvia



Sylvia Grandstaff learned to fly at the Soaring Club of Houston at thirteen. Soaring's connection to the beauty and energy of the natural world immediately captured her spirit and has inspired two decades of personal and professional accomplishments in aviation.

She is endlessly curious, a quiet competitor with a perfectionist edge, and forever "uncomfortable with being comfortable." This restlessness fuels her drive in aviation and puts force behind the artistry she feels in flight. Sylvia earned her commercial and flight instructor ratings in gliders while in college at Rice University and began competing in regional and national soaring competitions. After graduation from Rice, she attended medical school and in 2007 flew in the Australian Junior Nationals. She later left medical school to join the US Army as a warrant officer and CH47-F Chinook helicopter pilot.

Sylvia deployed twice with the US Army's 101st Airborne Division (Air Assault) and has logged over 900 combat hours in Afghanistan as a pilot in command, flight lead, air mission commander and instructor pilot. During this service time, she temporarily paused her competition soaring efforts.

Throughout her professional career, she has remained active in general aviation, and in addition to her glider and helicopter qualifications, holds multiple ratings in single- and multi-engine airplanes and seaplanes. Sylvia considers science and math as the languages of the beauty of

flight, and in 2015, she was selected as the US Army's first female warrant officer experimental test pilot and attended the United States Naval Test Pilot School. She is a member of the Society of Experimental Test Pilots and completed her Army service in 2021 after twelve years of active duty.

Sylvia has flown in several Regional and National Competition and placed in the top 10. In 2020 she, Kathy Fosha and Sarah Arnold flew in the Women World Championships in Australia from which Sarah returned with the Gold medal.

She currently lives in Northern California with her husband, Hugh, a third-generation pilot, and flies a Discus 2a, "Xray Papa."

(Scholarships from page 3)



**Lawsen Simpson** will be traveling to Germany to attend the 2023 Women's Seminar as this year's Briegleb Scholarship recipient. Lawsen has soloed at her club, Caesar Creek Soaring Club in Ohio, and looks forward to traveling to Germany to fly there and meet other WSPA members. Her long-term goal is to become a professional pilot and to encourage other young women aviators. Long-time

WSPA member **Lucy Anne McKosky** belongs to CCSC and will be Lawsen's WSPA mentor. They are traveling together to Germany to attend the Seminar. (picture: Lawsen and Dad Jack Briegleb)



**Rebecca Taylor**, from the Montreal Soaring Club, is one of our Glider Girl Scholarship recipients this year. Rebecca is a power pilot who earned her glider license last year. She plans to use her scholarship funds to complete all the requirements to give introductory rides in her club. Her future goal is to become a glider instructor so she can share her passion with others, especially women. Rebecca

is mentored by Montreal Soaring Club member **Sandrine Gressard Wyman**.



**Ruth Ann Van Vranken** from Reno, Nevada, is a Glider Girl recipient this year. Ruth Ann will be working on her Commercial Glider certificate through the Civil Air Patrol at Minden, where she is an active member. She will also fly some at Soar Truckee, and plans to attend AirSailing's Thermal Camp in June this year. Ruth Ann's long-term goal is to introduce CAP cadets to soaring through orientation rides, and to continue on to get her CFIG.

Along the way, she plans to fly different sailplanes and experience cross-country and wave to advance her knowledge. Ruth Ann will be mentored by former Glider Girl recipient and current CFIG **Jenna Cooper**.



**Olivia Tate**, flying at Harris Hill in New York, is a Glider Girl recipient this year. She will be pursuing her Commercial Glider certificate this summer so she can give rides and work toward her CFIG. Her career goal is to be an airline pilot, but her first love is gliders. She looks forward to sharing her love of soaring with others. She plans to attend Ohio State University this fall, enrolling in the aviation program. **Fiona Harnischfeger**

will be mentoring Olivia this year. Fiona was awarded the Glider Girl Scholarship several years ago and completed her Commercial Glider



certificate at Harris Hill.



**Julia Clitheroe** is one of this year's Maria Faber Scholarship recipients. Julia is a member of the SOSA Gliding Club in Ontario, and will be using her scholarship funds to advance her cross country skills in a variety of high performance gliders. Julia's soaring goals are to progress beyond her Silver Badge, which she earned in 2021. Julia is enrolled in the Royal Canadian Air Force and attends the Royal Military College. WSPA Scholarship Committee member **Cathy Keller** will be her mentor.



**Jenna Cooper** is a Maria Faber Scholarship recipient this year. She is a glider instructor in Boulder, Colorado, on weekends while pursuing her aerospace engineering Ph.D. at the University of Colorado. She will be using her scholarship funds to work on her Silver Badge and will be attending the Women's XC Camp in Moriarty, New Mexico, in early September. Jenna was a Glider Girl Scholarship recipient and earned her Commercial Glider and CFG at Harris Hill last summer. Jenna is mentored by Albuquerque Soaring Club and Women's XC Camp instructor **Colleen Koenig**. They are continuing their mentoring relationship that began last summer.

I would like to share Jenna's response to hearing that she had been awarded the Maria Faber Scholarship. Her words capture the spirit of gratitude expressed by all the WSPA scholarship recipients:

*"I am so grateful for the continued support from WSPA as I'm starting to get involved in cross country soaring. I wouldn't have been able to progress so quickly up to this point and beyond without WSPA's mentorship and funding. It really has been a dream come true to be able to do what I'm doing, and I can't wait to see what the next year of soaring brings."*



**Aileen Watkins** has been awarded the Monique's Scholarship to pursue her CFG. Aileen is a professional pilot who began her transition to gliders a few years ago at the same time her daughter **Katalin** started her lessons. Aileen is now a Commercial glider pilot and is beginning work to add gliders to her existing instructor certificate. She is a member of the Treasure Coast Soaring Club in Florida and is already planning to check

out as a towpilot for the club. She also plans to instruct as soon as she gets her glider instructor rating. **CarolAnn Garrett**, CFG and Women's XC Camp instructor, is Aileen's mentor.



**Adriana Barragan Iberri** will be competing in two Region 5 contests this year with the help of her Karl Striedieck Competition Scholarship funds. Adriana has been honing her cross country skills and earned her Silver Badge. She continued to improve her skills at the Sequatchie Ridge Camp in Tennessee earlier this year. Between soaring events, Adriana flies with the Lowcountry Soaring Association in South Carolina,

and also serves as a towpilot there. A future goal is to add a CFG to her existing flight instructor certificate. World Champion **Sarah Arnold** will be Adriana's mentor as she grows her competition skills, including racing strategy and tactical decision making.

I wish all of our scholarship applicants the best as they work on achieving their goals this season. I am sincerely grateful to the WSPA members who have stepped forward to be mentors. Thanks also go to our dedicated WSPA Scholarship Committee members **Elaine Ernewein**, **Cathy Keller**, and **Judith Galbraith**, along with our Scholarship Director and WSPA Board liaison, **Kristin Farry**, for their time and commitment to the scholarship evaluation process. I also want to express my appreciation to the WSPA Board of Directors for the ongoing scholarship support, and a special thanks to WSPA Treasurer, **Margarett Roy**, who manages the scholarship fund disbursements for all the scholarship recipients.

If you, or someone you know, are interested in WSPA scholarships, please read the information available on the WSPA website at: <https://womensoaring.org/scholarships/>. Deadline for 2024 is March 15. Be sure and read all requirements for the scholarships you are interested in well ahead of the deadline so you can be sure to meet all prerequisites. Please contact me if you have questions about any of the scholarships: [scholarships@womensoaring.org](mailto:scholarships@womensoaring.org).

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## Melanie Paradis reports

*Melanie Paradis is from the Edmonton Soaring Club in Alberta, Canada.*

*Melanie was awarded the Maria Faber Scholarship in 2021 but she faced several delays in training due to COVID and an unfortunate cracked canopy in her home club aerobatic plane. This winter she travelled to Arizona and took the 5-flight Aerobatic course from Arizona Soaring in Estrella. Below is her account of her aerobatic flying experience in Estrella.*

*Elaine Ernewein - Scholarship Committee*

Arizona was great! I had an amazing time doing aerobatics and I am definitely hooked!

On my first day of flying I did two flights, and it was a roller coaster of emotions. Flight #1, I was introduced to loops and practiced profusely. At the end of the flight, my instructor Shad demonstrated a half roll to inverted and then led me through recovery from inverted flight, which would be the focus of flight #2. I felt confident and loved that there were so many steps and checks in place, in order to perform such satisfying maneuvers.

On my second flight I started off by doing a few loops to loosen up. Since I had already an introduction of half rolls to inverted I went straight into practicing them. After several attempts, with success on my end I started to feel a little queasy. Unfortunately, I was sick on the final leg. No mess in the airplane, but my confidence was definitely shaken, my mind was so upset with my body for forsaking me. I went back to the hotel feeling that perhaps I would not be able to continue on with aerobatics due to my airsickness.

I contacted three friends who are versed in aerobatics and asked for advice. They all said to take it slow and that the body will adapt to it. One person also said, sometimes dehydration can lead to airsickness. So that night I pre-hydrated like crazy.

Day 2 and Day 3 went well with no airsickness. All in all, it was an amazing experience, and I am looking forward to continuing at my home club. The consolidated flights at Estrella were what I needed to kickstart my aerobatic skills. I plan to make it a yearly trip to keep my skills fresh and get my flying season started early as our home club doesn't begin flying until all the snow has cleared which can be as late as mid to end of April.

Thank you very much WSPA!

(In the News from page 5)

England. After lunch, **Anette Weidler** shared her experiences she had on July 30, 2022 with her husband Marc Theisen, titled "With three liters of fuel to the Mediterranean ([Wershofen - Montpellier](#))". After that there were the introductions of the BAFF by the chairwoman Sybille Krummacher and her deputy Elisabeth Landsteiner. After that Heike Käferle introduced the VDP (Verein Deutscher Pilotinnen-Society of German Women Pilots) and Katharina Mielke introduced the AMF (Dr. Angelika Machinek - Förderverein Frauensegelflug e.V. –the equivalent of WSPA in Germany).

The last lecture in the late afternoon was the highlight of the day. Kathrin Kaiser spoke about her experiences under the motto "The cat's jump to America". Kathrin Kaiser is a single mother of two sons and works for the Ministry of the Environment. LuftSport Magazine already reported about her in the February issue. Kathrin flew from Bonn-Hangar to Texas in her 50-year-old Grumman. It was fantastic to listen to her experiences, which she delivered enthusiastically, such as: "then I saw my first whale with her baby! I couldn't believe my luck!". While in the U.S., she attended the famous air show in Oshkosh. She is already planning the next adventure and we can be excited. We can soon read about this adventure in her new book.

German  
"Hexentreffen"



From [www.soaring.eu](http://www.soaring.eu)

Between March 12 and 18 the **Fly Pink squad from Italy** went to St. Auban, France for advanced mountain soaring. Though the weather was not on it's very best, lots of wind, the ladies had an interesting, good time in which they learned a lot. A fabulous team-spirit helps of course too.

**Margot Aquaderni Caraffini**, Liana Frola, Mariella D'Angela, Stephanie Praduroux, Bianca Celot, Irene Marcello  
[Volo a Vela](#) / [Liana Frola](#)

*"Female aviators from across Australia and New Zealand are in Mount Gambier for the Australian Women Pilots' Association annual conference. The not-for-profit first met in 1950 with 49 members to develop and assist women with a passion for aviation. About 130 members were in attendance this year."*

(ed. note: no report yet)

**There is an action to collect money for Ukraine pilot Olena to participate in the Spain WWGC at Soria between July 1 and 14, 2023. The action has as goal Euro 3.700. At this time they have received already 2.320 E.**

<https://www.gofundme.com/f/support-ukrainian-woman-pilot-to-attend-wwgc2023>

### From the UK

Exciting news! We know that there are relatively few female instructors, and we want to help increase diversity in the instructor group. So, this year Women Gliding - in conjunction with [Launchpoint](#) - are organising an instructor course in late summer / early autumn. This course might just be made for you! And the great news is that we've secured funding support for this!



### Maxyn Hallare receives SSA Grant

*After **Maxyn Hallare** received a SSA grant to continue her training towards her PPL-G, Tidewater Soaring Foundation, the non-profit arm of Tidewater Soaring Society (TSS), the provider of her flying scholarship, requested a testimony for the SSA.*

"I first became fascinated with flight shortly after I joined the Civil Air Patrol, where I had the opportunity to fly in a Cessna 182 with their Orientation Rides program. I was able to take the first steps towards my goal of learning to fly with the 2022 Tidewater Soaring Foundation Scholarship. This scholarship has been an amazing gift and I have enjoyed every step on the journey to my solo.

My training began in May 2022 with Paul Lynch, a Navy pilot who taught me the importance of coordination while flying. The first time I arrived at the gliderport where I was to begin my training, I remember admiring the sleek beauty of the gliders in the hangar. The first flight was incredibly different from my Cessna O-Ride - the serenity of the environment surprised me, but I also took note of my instructor's precision and awareness within each moment.

Throughout my training, I had the opportunity to make use of a Condor simulator program to practice maneuvers and establish the visual connection, although of course being in the air was an entirely different experience.

As I picked up more about controlling the glider, my instructors also helped me to explore the aeronautics behind the art of flying as well. I enjoyed learning about how factors such as the airfoil, the wind, and the control surfaces all contribute to the phenomenon of flight.

Around September, I made the switch to another instructor who became available, Louise Hibbard. Her passion for flying and demand made the process fun and engaging as I built up the momentum for flying each weekend. One of the greatest obstacles I faced during my training was perfecting the landing pattern; learning how to account for the wind, establish the correct angle to the runway, and most importantly, keeping the airspeed of the glider at first seemed to be an insurmountable skill. With Louise's help, I worked through the landing pattern both on the ground with a block of wood modeling as a runway, and in the air. Finally perfecting the landing was a huge accomplishment for me.

Although most of my flights were relatively short and packed with learning, I did enjoy the days when there was some lift and I got to experiment and play with the wind. I also had the opportunity to fly with other members of TSS, such as towpilots /instructors Boom Powell, Buz Wilson and glider pilot CB Umphlette, from whom I learned not only the different styles and perspectives of flying, but the common focus on safety, responsibility, and self-awareness.

My solo was on January 29, 2023, just three days before my sixteenth birthday, was one of the days I'll always remember. After I released and made my call, I whooped in laughter and enjoyed the view of the world from 3000 feet above. Since then, I have moved on to studying for my glider rating to pursue my goal of obtaining my pilot's license before graduating high school.

I've found that there is a wealth of knowledge to be explored, besides the skill and self-mastery that goes hand-in-hand with the magic of flying. Although it's been less than a year since I was first introduced to gliders, I am sure that this endeavor will extend throughout my entire life.

I hope to continue on this journey of flight with the Soaring Society of America."

**Maxyn Hallare**



## 300 km Flight in a 1-26

By Kristin Farry

I complained about my thermaling cross-country speed at the last WSPA Seminar, and Sarah Arnold invited me to her spring “Ridge Camp.” My thermaling cross-country distance and speed have been improving, but unless I could run downwind for 300km on a strong day, I was pessimistic about ever making Gold distance. “You need to try ridge flying to get Gold Distance in your 1-26,” Sarah told me. So, with only a few short ridge flights in my logbook, I headed for Jasper, TN, in March, towing Firebird (my 1-26D) to try serious ridge flying on the Sequatchie Valley ridges. This narrow river valley provides a long stretch of ridges on both sides. Two trips up and down the southeastern ridge is Gold distance (300+ km; over 200 miles).

The trip did not start well – my truck labored the last hundred miles pulling my glider, thanks to a cracked exhaust manifold. Not having a retrieve vehicle was frustrating, but with three other 1-26ers there, I had friends offering to retrieve me. Still, I flew with instructor John Good in his Duo Discus on the first day that the ridge was expected to be working. We showed up early, and that flight ended in a landout. I learned a lot from both that flight and John’s excellent ground school. Both lessons combined to make me very cautious, however. The ridge began working much better that afternoon, and I practiced on a short section close to the Marion County Airport rather than try for distance myself. I was worried about the fact that the flying the ridge would mean going upwind several miles to return to the airport at the end of the day – a perfect setup for a landout in a low performance glider. I decided that I would get high and stay high on the ridge, accepting the inefficiency of crabbing into the wind over the ridge.

I got my truck back in service the next morning (Tuesday, 3/28) which made me feel better about a long cross-country attempt. Having a solid retrieve plan and equipment is critical for flying cross-country. A front swept through midday and everyone was lined up and ready to go as soon as the wind direction swung around out of the northwest. Jason and Sarah Arnold had both towplanes ready and we were soon on our way. Jason put me about 1000 feet over the ridge to give me some margin for errors, and I found the ridge lift line while still well above the terrain. I very carefully followed the contour of the ridge at best L/D (53mph or 46kts in my 1-26D) or higher, staying about 500 feet above the ridge top, and watched the more experienced pilots in higher performance gliders zoom by below me.

My first plan was to fly as far as the first big gap (Dunlap) and just see how high I was before committing to cross it. The ridge got rougher beyond that gap, so I was worried about my prospects both across the gap and on the ridge beyond. As the sun moved westward, however, the knobs in the ridge began making thermals instead of just updrafts. Some were very strong. I learned to anticipate where that lift would be and fly through them, picking up quite a bit of altitude to swoop across the gaps beyond them and the inevitable sink. The winds were staying about 13 knots perpendicular to the ridge, and I had built up enough altitude and confidence to attempt the Dunlap gap. The turnpoint for the Gold distance was a firetower another 25nm beyond that gap, and the ridge did get a lot rougher and lower – and the valley floor got higher. But I managed to stay 2500-3500 feet MSL, slowing down in the updrafts and speeding up in the sink, crabbing into the wind. The air was rough and the workload was pretty high, so the firetower came a pleasant surprise. I turned back there, remembering that I would need to gain altitude steadily as the terrain elevation increased. The thermal activity helped – I was able to climb without making any turns.

When I got to my starting point, two hours into the flight, I admit it was tempting to get some altitude and glide back to the airport. I was already beyond my best distance ever and the wind had shifted out of the north, giving me a little headwind going back up the ridge. But I heard many others on the frequency still way up the ridge talking about good lift; one Libelle pilot was even talking about a bit of wave. The more northerly wind would give me a bit of a boost going into those gaps, so I decided that I would go back up the ridge at least partway and see how it worked. And it did. A little over an hour later, and I was back at the firetower. My Oudie told me that my bail-out airstrip at the north end was too far, and despite having run out of snacks and feeling hungry, I convinced myself that I should try that tailwind. Besides, if I landed at the north end of the valley, we’d be derigging and loading my glider in the dark, as it was quite a drive up there.

I was worried about the wind dying out as the sun got lower. Or the wind angle changing more. I refreshed my memory on the good landing spots along the ridge, and decided that I could speed up some on the last return. That confidence and that tailwind got me to a groundspeed around 90mph in a few spots, although I was still seeing the high-performance gliders zoom by underneath me! As I got to each of my bail-out options, I convinced myself that I had enough in me and enough daylight to keep going. I was still pretty concerned about that stretch between the end of the ridge and the airport, but decided that I could double back along the ridge to the nice grass strip where John and I had landed the day before if I couldn’t get the altitude to make the airport.

I got near my finish point at a decent altitude, but flew a few figure-eights there to be certain I had enough to get to the airport. Those were the only turns I made the entire flight, except at turnpoints. The sun was low but it was about twenty minutes before sunset. Now, after nearly four hours of intense concentration on the ridge, I needed to switch gears and land. I made the airport with a good margin. Fortunately, Jason was on the radio and warned me about a lot of low-level turbulence and gusts. It was a challenging landing. I stopped Firebird at a taxiway, and tried to jump out to pull her off – and found that the wind was too strong. I found myself with one foot on the pavement and the other still in the cockpit, struggling to keep the glider from being blown across the runway. I must have looked pretty funny, doing a hopping dance as I tried to get all my weight on the glider as the wind gusts turned her away from me. Jason was soon there with the gator to help, fortunately. We got Firebird secured and covered just as the sun set. The runway lights began to glow as I walked back to my truck and trailer, still poised for the retrieve we didn’t need.

The flight was 248.5 kilometers total (declared task length 319km), over 200 miles, and just over 4 hours from takeoff to landing. Average speed was nearly twice my best thermaling cross-country speed, despite my conservative strategy of staying high above the ridge. Given the handicap on the 1-26 ( $L/D = 23$ ), the flight scored in the top ten in the world that day on OLC and WeGlide. I wondered if I had missed my task turns, as I was so busy I never managed to get my task started on my Oudie. I just eye-balled the turns; however, Sarah Arnold (acting as official observer) determined that the start and turns were within the Gold distance standard.

Who says you need an expensive, fancy glider to do cross-country? Now, for that Gold altitude next....

## WSPA DUES

WSPA Dues - Due Date: (except for LIFE Members and Honorary Members)

Full Members (women) and Associate Members (men) = \$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: Margaret Roy - Treasurer, PO Box 1197, Central Islip, NY 11722-0950

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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