



Hangar Soaring

November 2023

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOCIATION.

<https://womensoaring.org/>

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It's Infinite Happiness to see the World from Above



USA
Kathy Fosha
ASW20 - club



USA
Sylvia Grandstaff
Std. Cirrus - club

**WOMEN'S
WORLDGLIDING
CHAMPIONSHIP
2023**

**Our World Team flying in the Women World Championships
2023 in Spain.**

See the report on page 6

(Editor's note: due to the overwhelming amount of material for this issue there will be only few pictures included)

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

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Badges and Records

August — Oct.2023

Diamond Goal

Avery Simer
Brooke Hughes
Nikita Webb

Gold Badge

Avery Simer
Brooke Hughes
Nikita Webb

Gold Distance

Avery Simer
Brooke Hughes
Nikita Webb

Gold Altitude

Nikita Webb
Avery Simer
Brooke Hughes
Colleen Koenig

Silver Badge

Avery Simer

Brooke Hughes
Fiona Harnischfeger
Colleen Koenig

Silver Altitude

Avery Simer
Brooke Hughes
Colleen Koenig

Silver Distance

Fiona Harnischfeger
Colleen Koenig

Silver/Gold Duration

Avery Simer
Brooke Hughes
Colleen Koenig
Jenna Cooper

C Badge

Emelie Phillips, NH
Amelia S. Anderson, VA

A Badge

Libby A. Russel, FL

(Continued on page 5)

President's Note



Hangar Soaring is crowded with interesting news and important business this month, so I will be brief. It has been an honor and pleasure to serve as your president. In January, after five years, Ute Kaden and I will be leaving the seven member Board of Directors. Four members will continue through 2024. Kristin Farry has agreed to run for a second term. This month's *Hangar Soaring* includes bios and pictures of the new members who have generously volunteered to support our organization by serving on the board and put their names on the ballot. Please consider the candidates and be prepared to select three of them to serve a two year term. You will receive instructions via email and the website on how to submit your vote in December. If you are a full member please show support by voting! Many thanks to the candidates and our nominating committee, Lucy McKosky, Charlotte Taylor and Anne Mongiovi!

The ballot also includes a membership vote on a few proposed bylaw revisions that were unanimously approved by the board in September. The proposals with explanations are in this newsletter and on our website. You can also find the entire bylaws on the website. No major changes are proposed.

We can all be proud of the many essential contributions that the WSPA organization and its members are making to women in soaring and the entire soaring community: networking, camaraderie, scholarships for initial and advanced soaring, mentors, seminars, trophies and awards, soaring recruitment and retention. I know that our 2024 board and committees, with your participation and support, are ready and eager to continue and expand all that WSPA offers.

Fall is a glorious season for soaring! Reach out to your WSPA friends and enjoy.

Cathy



From the editor

OLC/WeGlide

As many of you might have noticed that at the end of the (EUROPEAN) soaring season, the last Saturday of September, I try to extract the US women from the listings in OLC (On Line Contest). As you might also have noticed that there are now two platforms where you can list your flights and compare them with flights around the world and in our case with other US women whether a WSPA member or not. I don't discriminate and list them all.

The two platforms are OLC, the original one and "WeGlide", a much newer one. Until this year I extract only the OLC flights, but with "WeGlide" becoming more popular – and easier to extract from-, I decided to use both and had hoped that I could combine them into one listing. But it is impossible, since the two systems operate slightly differently. OLC does not list women postings separately, "WeGlide" does and thus makes it much easier for me to summarize the postings. OLC in contrast is very labor intensive for me, since every few weeks I look at all US postings, extract flights posted by women (if I can figure out whether I am dealing with a female or male name) and hand-write them into a notebook. And then at the end of the season I look through all of these and pick the top five, which means I have to hand-pick each of them, go into their personal listing, summarize each pilot's flights, convert these into an Excel spreadsheet and thus determine the top five. Both platforms determine the order of flights not by km flown but by figuring in the handicap factor of the plane flown and thus list the ranking by the resulting points. "WeGlide" on the other hand is doing most of the work for me. There is already a list of the US female pilots and clicking on the

names, I can see all their flights for the season which at the end of the sheet are already summarized. All I have to do is to pick the top five.

But there is a problem: some pilots post the same flights on both platforms at the same time. I cannot combine the listings of the two systems. Therefore, you see different results in OLC and "WeGlide".

But despite this I encourage all of our women gliderpilots to post their flights in either platform. And since the scoring and ranking is based on the handicap even pilots in very low performance planes have a chance to make it to the top five (see Kristin Farry in "WeGlide"). You also don't have to do super long flights. Eileen Youngblood in the OLC listing is a good example. She did not have any very long flights, but she flew a lot of shorter ones, and they added up to propel her into 5th place.

Ladies, go and join the fun.

Frauke

Women's Soaring Pilots Association				
Q1 - Q4 Summary				
July 2022 - June 2023				
Total				
Revenue				
Donations- General Operating Fund		86.20		
Membership Fees		3,217.85		
Seminar fees		14,364.46		
WSPA Store		1,021.42		
Total Revenue	\$	18,689.93		
Expenditures				
Contract & professional fees		1,418.00		
Donations made		500.00		
Office expenses		1,276.37		
Seminar Hosting Costs		4,281.13		
SSA Convention		0.00		
Total Expenditures	\$	7,475.50		
Revenue over expenditures	\$	11,214.43		
Total Investment Income/Loss		3,446.37		
Net Revenue		14,660.80		
Scholarship & Fund Balances				
	Begin of Year			End of Year
General Operating Fund	29,337.47	14,660.80		43,998.27
		Cur Year Donations	Cur Year Payouts	
/General Scholarship	23,199.80	19,944.32	10,000.00	33,144.12
Briegleb Scholarship	4,347.07	460.00		4,807.07
Glider Girl	4,928.83		1,836.50	3,092.33
Karl Striedieck Competition Scholarship	402.97	10,000.00	1,490.00	8,912.97
Maria Faber	15,274.15		1,995.20	13,278.95
Mid Kolstad	31,866.50		2,900.29	28,966.21
Monique CFI-G	29,384.90			29,384.90
Sky Ghost	5,648.81		2,797.80	2,851.01
TFM- The Flying Montagues	31,009.24		1,500.00	29,509.24
WWGC	857.14	1,040.47	2,028.92	-131.31
Total	176,256.88	46,105.59	24,548.71	197,813.76
Assets				
Bank and Paypal	56,516.64			
Schwab	141,297.12			
	197,813.76			

OLC

Garratt, CarolAnn	10,836.01 pts	10,121.30 km
Fosha, Kathy	6,389.54 pts	6,972.83 km
Edriss, Rita	3,736.73 pts	3,189.14 km
Simer, Avery	3,596.14 pts	3,143.42 km
Youngblood, Eileen	3,499.39 pts	3,156.86 km

WeGlide

Koenig, Colleen	3,417 pts	3,123 km
Fosha, Kathy	2,983 pts	2848 km
Arnold, Sarah	2,123 pts	2,026 km
Farry, Kristin	1,822 pts	1,002 km
Grandstaff, Sylvia	1,806 pts	1,663 km

Kathy Fosha and Sylvia Grandstaff did not post their World Championship flights



46th WSPA Seminar

July 22—26, 2024

Women's Soaring Pilots Association 46th Annual Seminar to be held at:

**SUNFLOWER AERODROME
Hutchinson, Kansas**

Hosts: Leah and Tony Condon

**More information to follow.
Contact: LYNDA LEE LaBerge
770-313-4865**

Preview: the 2025 seminar is slated for Moriarty, NM

Australian Junior Nationals. She later, left medical school to join the US Army as a warrant officer and CH47-F Chinook helicopter pilot. Sylvia represented the US in two Women World Championships (Australia 2020 and Soain 2023)

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.

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

She is a WSPA life member and is passionate about the community it fosters, particularly in its support of women in cross country soaring, racing, and development into flight instructors.

Election will be in December via Internet. Nominations from the floor are welcome.

A big Thank You to Cathy Williams (presently President) and **Ute Kaden** (Presently Membership director) who will leave the Board at the end of this term, for all the work and hours they put into WSPA's wellbeing.

AML Trophy

For many years, the Women's Soaring Pilots Association (WSPA) awarded the Anne Morrow Lindbergh Trophy for the longest (handicapped) cross-country flight of the year. From 1987 to 2020, this trophy "traveled" to the homes of a number of women. Recently, the decision was made to retire the trophy after 33 years. Thanks to the efforts of Kristin Farry and Mary Rust, the Anne Morrow Lindbergh Trophy now resides at the National Soaring Museum and will be placed on exhibit this winter. The AML Trophy has recognized a WSPA member with the longest handicapped cross-country flight of the year. Past winners are.

1987	Mary Hunt Rust	1988	Julie Schneider
1989	Ducky McEwen	1990	Eulalia Nichols
1991	Julie Schneider	1994	Pat N. Spears
1995	Pat N. Spears	2002	Dale Pizzo
2004	Kathy Fosha	2005	Sarah Kelly (now Arnold)
2006	Kathy Taylor	2007	Kathleen Winter
2008	Anna Laura Geusen	2010	Carol Mulder
2013	Elke Petersen	2020	CarolAnn Garratt
2022	Kathy Fosha	2023	Cathy Keller



(Continued from page 2)

STATE RECORDS APPROVED

Colorado

Avery SIMER

Feminine Open Singleplace

Free Out and return 300km:
35.14mph

Feminine Open 15m

Free Out and Return 300km:
35.14mph

Feminine Standard

Free Out and Return 300km:
35.14mph

Feminine Sorts

Free out and return 300km: 32.15 mph

New Mexico

Avery SIMER (Crew Erin Firth)

Feminine Open Multiplace

Free distance: 62.42 mi

Free Out and Return Distance:
94.94 mi

Free Distance up to 3 Turnpoints:
152.88 mi

Free Triangle Distance: 115.05 mi

Gain of Height: 10,118 ft

Avery SIMER

Feminine Standard

Free Out and Return: 94.2 mi

Free Triangle Distance: 189.78 mi

Triangle Distance: 189.78 mi

Feminine Open Singleplace

Free Triangle Distance: 189.78 mi

Feminine Sport

Free Triangle Distance: 173.6 mi

Triangle Distance: 173.6 mi

Youth Single place

Gain of Height: 12,014 ft

Nikita WEBB

Junior Open Singleplace

Triangle 300 km: 52.61 mph

Junior 15m

Triangle 300 km: 52.61 mph

Junior Standard

Triangle 300 km: 52.61 mph

Junior Sports

Triangle 300 km: 48.14 mph

Feminine 15 m

Triangle 300 km: 52.61 mph

Feminine Standard

Triangle 300 km: 52.61 mph

Nevada

Avery SIMER

Youth Open Singleplace

Free Out and Return Distance :
174.3 mi

Junior 15 m

Free Out and Return Distance :
174.3mi

Junior Standard

Free Out and Return Distance :
174.3 mi

Feminine Standard

Free Out and Return Distance
174.3 mi

Free Distance: 93.2 mi

Free 3 Turnpoint Distance:

209.69 mi

Feminine Sports

Free Out and Return Distance:
159.5 mi

Free Distance: 85.28 mi

Free 3 Turnpoint Distance 191.87 mi

Erin FIRTH (Crew Nikita Webb)

Feminine Open Multiplace

Free 3 Turnpoint Distance:

176.49 mi

Nikita WEBB

Feminine Open Single Place

Free Triangle Distance: 126.92 mi

Feminine 15 m

Free Triangle Distance: 126.92 mi

Feminine Sports

Free triangle Distance: 116.13 mi

Feminine Standard

Free Triangle Distance 126.92 mi

Georgia

Sylvia GRANDSTAFF

Feminine Standard

Free Distance: 92.94 mi

Free Three Turnpoint Distance:
247.5 mi

Feminine 15m

Free Distance: 92.94 mi

Free Three Turnpoint Distance:
247.5 mi

Feminine Open Singleplace

Free Three Turnpoint Distance:

247.5 mi

KOLSTAD AWARDS

Avery Simer, Century III

Brooke Hughes, Century III

Nikita Webb, Century III

14th FAI Womens Worlds Gliding Championship Race Report July 2 – 14, 2023, Garray, Spain by Sylvia Grandstaff

On behalf of Kathy Fosha and myself, I want to extend our heartfelt gratitude for the support that the Women Soaring Pilots Association has provided us for our latest participation in the Women's Worlds Gliding Championship (WWGC) held this last July in Garray, Spain. Spain was one of our more challenging races, with significant environmental, temporal, technical, and logistical demands, and it was tremendous to have WSPA rallied behind us to cheer us on!

For me, Spain was the race that almost didn't happen. In the early phases of the WWGC planning cycle, I was in the trenches of managing thyroid hormone replacement after a cancer diagnosis and complete thyroidectomy. The planning and pressures of an international race are significant, and I wasn't sure I could pull it off while still deep in the metabolic, mental, and psychological healing process. I chose to hope for the best, leaned hard on finding solutions with my physicians, and simplified early logistics by arranging the most convenient glider rental I could: a Standard Cirrus located in Madrid with the spunky contest ID "OLÉ." Then, I began rallying my support network, planning my US contest season, and working to find crew. I asked the lovely Kevin Anderson (contest ID "92") to serve in the challenging position of being my international glider crew and was grateful that he willingly shared so much of his summer with me. Kathy would take Jim Staniforth, her veteran Australia WWGC crew, who would also serve as our Team Captain. I cannot thank Kevin and Jim enough- the demands of crew at a Worlds-level competition are significant, seemingly never-ending, and often thankless. Kathy and I owe so much of our safety, success, and good memories to these two stellar, funny, giving, and gracious human beings.

From a medical and schedule standpoint, fatigue management was my 2023 soaring season's guiding focus. I set my WWGC goals low: in endurance-racing-speak, my intent was not for Spain to be my top priority "A" race, but rather for it to be a "B" or, more likely, a "C" race, with a greater focus on specific training goals than scoresheet- or podium-driven aspirations. I hoped that flying in Spain would allow me to build my base of international racing experience and provide me an opportunity to practice particular tactical, technical, and mental skills to apply to my US-based racing this year. I'd sandwich the Worlds between my "B" race, the 15-Meter Nationals in Cordele, GA (June) and my season's priority "A" race, the Club Class Nationals in Dansville, NY (August).

Placing fatigue management at the forefront of WWGC ended up being a small salvation and an important guiding perspective throughout the lead-up and execution of this year's contest schedule. In late May, I left my home in Northern California and drove alone to Cordele, Georgia, flew the 15-meter Nationals, then airlined back to San Francisco in late June (while leaving my car and glider in the Atlanta area in Steve and Maurine Vihlen's care) to prepare to leave for Madrid after a few days.

While this schedule was ambitious and stressful, it didn't compare to the stress of the news that Kathy and I received four days prior to our departure for Spain: German Civil Aviation Authority or *Luftfahrt-Bundesamt* (LBA) had denied our applications for

pilot's license equivalency, stating that they required FAA Class 2 medicals. We would both have to scramble to get a flight physical in the immediate days prior to departure. Kathy was able to quickly find a local appointment, while I flew from San Francisco to San Diego, and back, to find an Aeromedical Examiner (AME) with a schedule opening able to deal with the nuances of my medical history. I doubted I'd be able to get a Special Issuance medical in time- and in the end, I didn't. As of this writing, I'm still waiting on my FAA medical- instead, my AME sent a letter to the LBA, hoping for mercy, or grace, or just Hail-Mary luck. I arrived in Spain with no certainty of being able to get approval to fly. It took many days in-country before Kathy and I finally received official approval. We could both finally exhale a bit and focus on the big work of international racing in a new country and at a new site.

Aside from the stress of getting last-minute FAA physicals and waiting on the LBA, our arrival in Spain was still a whirlwind, as WWGC arrivals always are. Kathy, Jim, Kevin, and I all flew into Madrid, then made the few-hours drive northeast to the WWGC site, the small town of Garray, nestled against the foothills of the Iberian Range and across the sprawling valley towards the Central Range to the south. Our drives to Garray let us take in our new landscape- home and playground for the next three weeks. The terrain was arid, overwhelmingly and varyingly sloped, covered in a mix of small agricultural fields of unharvested wheat, conifer and deciduous forests, and unforgiving rock. The towns were sculpted of ancient stone and iron, with red terra cotta roofs matching the color of the earth. Each town's buildings and homes often wrapped around a central square anchored by an equally ancient cathedral, the stately belltower typically topped with a White Stork nest as the birds migrated up from Northern Africa in their breeding season. Occasionally, a small castle would appear on a ridgeline, battlements and towers still holding a quiet, centuries-long watch against the blue sky.

After we arrived, our rented gliders both needed immediate race prep and attention. Over two days, Kevin and I did a near-complete rebuild of OLÉ's instrument panel, replacing older instrumentation with my desired ClearNav display and vario, altimeter, and backup Oudie. Kathy and Jim did extensive familiarization with her ASW-20C's LXNav display, flight computer, and other instrumentation. We both had some time in each glider type, but neither of us fly or race these gliders regularly, and both gliders needed work and setup before our practice flights. In the first few days, we traded jetlag for a grueling schedule of long days and long nights of prep work, registration, mandatory briefings, and the boring but necessary basics of grocery shopping, settling in, and finding any last tools and supplies. Each evening, we returned to an idyllic shared home rental, tucked against a working sheep ranch in a quiet stone-hewn town in the wooded foothills northwest of Garray.



Sylvia and Kathy are enthusiastic about the sky

We quickly began to understand that our days would be exceptionally long due to the combination of WWGC schedule demands, the Spanish late-night culture, and Spain's atypical time-zone (during WWII, Francisco Franco changed the time zone to match Germany's, despite the realities of geography and the solar

day, and it was never changed back). While our days often began at the airfield at 8 am, there were days when the contest field didn't start the task until 4-5 pm, with landings past 9 pm and sunset near 9:30 pm. Frequently, we didn't get home and to bed until well after 11 pm, only to start the day early the next day. The schedule of an international competition is always grueling, but this particular contest introduced a heavy, additional layer of fatigue and performance pressure that I hadn't felt since my days flying in Afghanistan.

The weather was challenging and unpredictable. Both Kathy and I had our most difficult crosswind landings ever on the first and only practice day. A severe north-wind weather pattern brought cold, humid marine air, tumbling over the mountains in the early days of the contest, with dangerous flying and landing conditions, and led to multiple cancelled days. On stronger days, the wind remained high, which was defeating for my Standard Cirrus' performance and long upwind task legs. Tasks averaged approximately 300 km, with 3-4 long legs, requiring frequent mental-scheme-switching between valley, mountain, thermal, and convergence flying techniques. Airspace tactics were also difficult and the most restrictive airspace placed low altitude ceilings over the local area's most unforgiving and unlandable terrain. In my case, my only working flight logger was overly conservative and read ~500' too high; it was defeating to have to leave thermals hundreds of feet below my competitors in already restrictive airspace.

As the weeks continued, Kathy and I leaned hard on our wonderful and patient crews, our experience, and our practiced routines to manage the progressively-building fatigue and pressure of long days and racing demands. Despite these challenges, however, on a couple of days we were able to enjoy the tremendous convergence lines that give Garray its reputation for fast 1000 km flights. By the end of the contest, we had flown one practice day and raced eight total days. Over nine days of flying, we each flew about 2000 km of cumulative task-miles over approximately 45 flight hours. I arrived home exhausted but fulfilled, satisfied with the progress I had made on my personal goals, and ready to pursue my final races of the season.

Again, I wanted to repeat how deeply Kathy and I are grateful to the WSPA and our vast network of soaring cheerleaders and supporters nation- and worldwide. Participating in WWGC "requires a village," and we are grateful for the efforts and support our Team Captain and Crew, Jim Staniforth, Crew Kevin Anderson, the glider owners who rented us their sailplanes, the international and Spanish pilots, crew, and volunteers that worked tirelessly to make the 12th FAI WWGC happen, the SSA and US Team, and the members of the WSPA. We are so, so grateful for all of you.



Sylvia ready to go

Women's Cross-County Camp, 2023, or The Best Vacation in Years!

By Susan Peirick



CarolAnn Garratt
conducts the morning
lecture

Women soaring pilots from across the United States gathered at Moriarty Municipal Airport (OEO) in Moriarty, NM the first week of September 2023 for the 3rd annual Women's Cross-Country Soaring Camp. The Women's Cross-Country Soaring Camp is a weeklong event hosted by XC Women, a non-profit organization created by CarolAnn Garratt, and is designed to inspire, inform, and boost confidence in an atmosphere of camaraderie and fun. The overarching goal is to facilitate and mentor "woman pilots who are ready to cut the apron strings but don't have the knowledge or faith to head out".

Located in the high desert approximately 40 miles east of Albuquerque, NM, USA, Moriarty's ideal soaring conditions are enjoyed throughout the year by both experienced and new cross-country pilots. Pilots at the camp enjoyed flights of 2 to 5 hours and altitudes over 16,000 feet using thermaling techniques.

Mornings began at the Southwest Soaring Museum with breakfast and the safety briefing followed by 3.5 hours of seminars covering various topics related to Cross-Country Soaring. Emphasis was placed on the safe progression of flying while gaining altitude over the home field to venturing out and farther afield. Daily tasks were available for every experience level; lunch and the weather briefing followed at the airport. Eight pilot participants took to the skies over Moriarty in the afternoons resulting in 23 cross-country flights totaling over 3000 kilometers flown during the camp. Several badges were earned, including one Bronze, one Silver, two Gold Altitude, and a Kolstad Junior Century III Award for a 300km flight!

Kristin Farry, experienced 1-26 pilot and mentor, said of the camp: "The best part of a camp like this is spending time with like-minded learners, not to mention coaches. The second-best part is being able to fly every day the weather permits, with so many of the logistics problems solved."

Each flight was posted to the Online Contest (OLC) and analyzed the following day for such factors as bilateral thermaling, centering thermals, circling speed, overall speed, percent thermaling, and more.

Many thanks goes out to the 18 volunteers, Merlin Aviation and Albuquerque Soaring Association, Moriarty Municipal Airport (OEO), the many sponsors, and the wonderful organizers who made the week possible.



Back row l to r: Sarah Anderson, Fiona Harnischfeger, Connie Buenafe, Kristin Farry, Alice Palmer, Ute Kaden, CarolAnn Garratt.

Front row l to r: Jenna Cooper, Becky Kinder, Lynda Lee Laberge, Colleen Koenig, Susan Peirick

SSA announced in early 2022 funds availability to grow the society and youth membership. I applied for, and was awarded a small grant for the Gateway Youth Aeronautical Foundation (GYAF) at Creve Coeur Airport in St Louis MO. Jim St Clair of St Louis Soaring Association provided the know-how and brawn to equip the GYAF with enhanced glider capability on their four virtual reality simulators in mid-2023. He and I are also in negotiations with them to assist with an eight-week ground school, after which the SSA Junior Committee will pay for youths who complete the course to get introductory glider rides.

Prior to that, after attending the Zoom SSA membership meeting in January 2021, I "answered the call" of the SSA Junior Committee and soon found myself volunteering to host a Junior Cross Country Camp at St Louis Soaring Association (SLSA) and/or Silvercreek Glider Club (SGC) in Illinois. Since this would be the first SSA sponsored Junior XC camp since before Covid19, there were many lessons to be learned in prepping for the event. Fortunately, I ended up with 2-1/2 years to iron things out.

Initially I contacted Harris Hill and Caesar Creek, who hold annual youth camps. But both of their events are mainly focused on their own members or local juniors, and not sponsored by the Junior Committee.

Early discussions with Junior Committee members indicated that there was not enough time to get ready for a 2021 camp, so Rick Hoffman of SLSA and I set our sights on June 2022. Conflicts with various SSA contests and other sponsored events then edged us out of 2022. The extra time was beneficial, allowing for much more detailed planning.

Co-hosting the XC Camp was akin to what Charlotte Taylor and I did for the 2019 WSPA Seminar at SLSA. Since SLSA and SGC are only ten miles apart as the glider flies, both clubs again cooperated to provide equipment and facilities. Most of the XC events took place at SGC where the runway is quite a bit longer, there are bunk rooms, RV hook-ups, and a covered outdoor shelter. SLSA provided a tow plane, glider, golf cart, and classroom for using simulators. Volunteers from both clubs helped throughout the week.

Folks started arriving on Friday, June 16th, but instead of being there to welcome them as planned, I spent five hours in the local ER getting treated for a very nasty wasp sting. My arm turned red and swelled up from shoulder to elbow. Early Saturday morning my husband went to SGC and set up our "Taj-Ma-Haul" (so dubbed by Scott Manley) trailer, while I anxiously waited for Walgreens to open so I could get the prescribed steroids and antibiotics.

Some folks used the bunk rooms, while others camped in tents, and some stayed in area hotels or B&Bs. On Saturday SGC had some club flights, and a few more camp folks arrived. Since my Friday night plans didn't pan out, I had double tasks to complete on Saturday, including last minute cleaning (one of the early-bird juniors helped with that!), and shopping for Sunday's perishables (Colleen Koenig, who came as a mentor, helped with that!). When most of the attendees arrived on Sunday, other volunteers made sure RVs got parked and connected, gliders & trailers were positioned and tied down, and the two powered planes flown in by juniors were adequately taken care of as well. Sunday's pizza and salad welcome and get-acquainted dinner was sponsored by my co-host Rick.

As Flight Ops Manager, Rick worked with the mentors to finalize and make the presentations. Our Camp Manager was Geoff Weck (Region 7 Director), and our Field Ops Manager was Rich Livingston (SLSA).

My WSPA experience as food & meal czarina really prepped me for a week of 3-meals-a-day for the 11 juniors, 6 mentors, 8 family members/guests, and several volunteers. The juniors and their parents helped with meal prep and clean-up when time allowed, but we really kept them hop-

Youth Soaring

By
Ann Mongiovi



Front row L to R: **Katia Van Horn, Julia Karasinski, Vivian Pflieger, Rayla Madsen**, Richard Sylak III, Colin Agor, Lucas Abate, Dhruva Rana; Back row L to R: Anne Mongiovi, Colleen Koenig, Rick Hoffmann, Mike Pflieger, Geoff Weck, Jim Garrison, Ron Ridenour, Don Kroesch, Taylor Long, Alex Parke, Steve Tellman

ping with a daily schedule of: breakfast, seminars, grid-ding, lunch, launch & soaring, dinner, de-briefs, and some evening fun activities. We even had a trivia night mid-week, but mainly allowed the juniors to unwind. They played foosball and corn bag toss, and made s'mores around the club fire pit. They tried thermaling a Styrofoam glider in the smoke, but that did not end well! During the juniors down time, the mentors held nightly meetings to assess the day's flights, the progress made by the juniors, and make plans for the next day's flying activities.

The tows were nearly equally divided between SGC and SLSA over the week. Don Kroesch from the Chicago Glider Club brought a Condor2 set-up to complement SLSA's three screen version. SSA's chairman of the board Mike Shakman made a whirlwind visit to both clubs, and liked the SLSA three-screen set-up so much

he and Don are working to have that the standard for the SSA sponsored simulators (see Don K's article in the May issue of *SOARING*). Since we had no rain days, we planned a "forced" land-out at SLSA. While half the juniors were flying, the other half spent their wait getting simulator training. Then they traded places.

The seminar sessions over the week included an area briefing, local field ops, daily mandatory safety* and weather, landing out, efficient use of thermals and climbing, medical factors, decision making, and airspace requirements. (*The first safety session included a briefing on the proper use and care of parachutes, which were mandatory for the camp flights. Some mentors said they also learned a lot from this talk and were glad to have it.)

With the extra time mentioned earlier, Rick and I had several opportunities (at Seminole Lake, Cordele, Albert Lea, and AirVenture® Oshkosh), to meet with the Junior Committee members and discuss the program with possible mentors. Being able to discuss in person was very valuable in securing not only mentors, but advertising assistance, and additional funding.

Timing is of the essence when seeking mentors, as many of them participate in multiple contests and various other soaring events (WSPA Seminars, winch camps, etc.). We did manage to have Don Kroesch with the simulator, Rick Hoffmann and Geoff Weck who are newly appointed XC CFIs, Ron Ridenour (who is a member of the Soaring Safety Foundation), Jim Garrison (a college professor as well as former SSA Chairman of the Board and long-time glider mentor), and WSPA member Colleen Koenig (new to cross country, but a valuable female member of the mentor group, as we had four female juniors).

Our junior participants included the four females and seven males. They came from AZ, FL, IA, MN, MO, NY, PA, and TX. Some were relatively newly rated, and some were already competing in contests, and attaining badges and milestones.

Our sailplane fleet included three ships brought by the mentors: a Duo Discus, a DG1000, and a JS-3, SGC's Grob103, SLSA's ASK-21, as well as two ships brought by the juniors.

Unbelievably, we had nine soarable days in a row, from the Saturday before the camp to the Sunday after. Then on Monday morning June 26th it was nearly impossible to see across the runway due to the smoke from the Canadian wildfires.

Feedback during and after the camp from mentors, juniors, family members and volunteers was very positive and the clubs were highly praised for their personnel and equipment. I've since had several more juniors who have heard about the event ask when and where the next camp will be held. Some folks are going to try to have camps in other locations, so I hope that comes to pass. Rick and I are working with the Junior Committee on ways to improve the experience from both the planning and real-time/on-site perspectives.



Baud Litt

Wonderful WSPA Winch Weekend

By Cynthia Fitzgerald
Franconia Soaring Association



L to r: Haven Goulding, Cathy Keller, Fred Winter, Stephany Zilora, Karl Striedieck, Cynthia Fitzgerald

How many "W" words can you fit in a headline? Maybe "Wonder Which Witch Wench Went Winch Wonky?" I know, I'll keep the day job...WHICH is not writing. But I wanted to take a moment and share an awesome experience I had with three amazing ladies and a great winch launch team. I received an email early July from WSPA explaining Karl Striedieck had reserved three slots for WSPA ladies at his Winch Training Course on July 22-23. Unfortunately, someone was unable to attend, and they were looking for a fill-in candidate. No brainer, pick me! I received an email from Karl with a link to study materials, training videos, checklists, release form, etc. Karl is incredibly generous. Participants are welcome to stay in his home and he feeds you breakfast and lunch! I would like to say he

does it just for the ladies but no, the invitation is open to everyone who participates in a winch training course. I arrived Friday evening along with Cathy Keller from Greater Boston Soaring Club, Stephanie Zilora from Skyline Soaring Club, and the infamous Cathy Williams WSPA President, who came to show her support. We had a light dinner, some ground school and took a tour of Karl's home, hangars, and airport. What a beautiful place. We could not have asked for more perfect weather. The evening finished off as all pilot evenings do with swapping stories and tales of crazy adventures. Saturday morning, we rolled up our sleeping bags, had breakfast and got right to work. Weather was checked, winch was positioned, and we helped assemble Karl's Duo Discus XL. Karl has three other crew members. Fred Winter winch driver extraordinaire. Haven Goulding master four-wheeler. Tom Hauskenchts magnificent wing runner and bender. If you need a "hook-up" ladies Tom's your guy ;). And of course, the ever-amazing instructor Karl Striedieck. I've never heard anyone say, "You're scaring me to death!" with such kindness and calm. The course starts off with 3 normal winch launches. He lets you decide if you want a demonstration or whether you want to dive right in and do it yourself. Once again, Me Me Me Please! It wasn't nearly as forceful as I expected. Not sure what you think the experience will be like, but I thought it would feel like I was getting launched out of a cannon. Not nearly as dramatic. We then proceeded to do "zoomies" which are Zero G pushovers. This prepares you for a rope break on departure. After mastering 4 normal take offs (65kt climb 45-degree angle), you will do two crosswind component take-offs, two 55kt climb and a low altitude abort. The low altitude aborts are the real deal. The winch "breaks" about 200-250 feet. You do a zero G push over then immediately get your spoilers out and land straight ahead on the remaining runway. The landings are another "twist." More accurately a "slip." The grass runaway is not flat. It is wavy and leans (on our day) left. You really have to choose your touch down point accurately. As you come in on final, after you clear the trees, you need to land in a slip, so your right wing does not strike the ground. You must touch down applying left aileron and right rudder. I always take a slip out just before touching down, but not here because of the higher terrain on the right side of the runway. It takes some getting used to. It's the perfect place to experience and practice "off field landings." The whole day ran like a well-oiled machine. Everyone pitched in with whatever

job needed to be done. We made great friends and great memories. I witnessed some top notch flying. I gained confidence in my flying ability and flying a Duo Discus XL is the bomb-diggity! If you would like to experience winch launching, go to <http://www.karlstriedieck.com> It has more information about the winch, airport, aircraft, cost, dates, and contact information

GO, GO, GO (you'll get it...when you go)

Note from Karl Striedieck:

I was looking over the 2024 winch schedule and see that it is fast filling. The first two classes, May and June, are filled and that leaves three more July, August and September.

They won't last long so I thought it would be nice to put together another WSPA weekend, and thought you might want to put the word out.

Scholarship Updates

Brenda Romero, recipient of the 2023 Mid Kolstad Scholarship reports (Brenda is a member of the Tulsa Skyhawk Soaring Club in Oklahoma), reports:

I completed my first SOLO in September in a Schweizer 2-33. My first SOLO lasted 20 minutes and tasted like freedom and awe. I fall in love all over again every time I remember, feeling like the most pampered kid.

I had a great time and learned so much during the training leading up to the first solo. I had a great team that worked with my schedule and was able to come out to serve as tow pilot and ground crew.

Even my previous instructor, who recently went through surgery for leg amputation, came out and served as ground crew. This was truly inspiring as it's a testament of tenacity. We had 3 consecutive days of glider activities. Training and solo for me on the first day. On the following day, I flew with my instructor and set up the glider at a different airport for a fly-in festival. On the third day, I served a ground crew for introductory glider rides for the public during the Green Country Aerofest.

I am forever grateful for this experience and look forward to more flights before the soaring season is over for this year.

Thank you for your time, encouragement and for the opportunity to make my soaring dreams a reality.

Jenna Cooper, one of our 2023 Maria Faber Scholarship recipients, attended the Women's XC Camp in Moriarty in September. During her time at Moriarty, she completed her Bronze Badge, flew her Silver Distance to complete her Silver Badge, and flew two 300K OLC flights, one of which *almost* qualified for her Gold Distance. These flights also qualified her for the Century Awards, which are important because they will allow her to apply for the Kolstad Scholarship this year.

If Adri can do it, you can do it!

By Adriana Barragan, recipient of the Karl Striedieck Competition Scholarship

This spring, there was a peculiar blossom in the Lowcountry: A PW-5 in a field of 15-meter and 18-meter plus gliders waiting to start racing. With only 5 cross countries under the belt, the pilot of that PW-5 was an official contestant at "Perry". The first of these 5 cross countries, was a humble 50 km flight. The second and third "*Continued Higher Education*". The fourth and fifth were completed at Seminol Lake Gliderport, FL as the last opportunity to train before Perry, the author's first contest.

But it seems too intrepid! Why would you want to fly a contest with so little cross-country experience? Here is what Adri shares: Contests are hosted at venues with better soaring conditions than my homebase at 3J1 in Ridgeland, SC. The weather and the cross-country

(Continued on page 10)

(Continued from page 9)

declaration are done for you! If you are new to cross country soaring like I, letting the pros do that for you is like having mentors who let you eat the cherry over the pie every day while they tell you "focus on flying".

I value training events and I see contests as epic training events that facilitate an abundance of resources such as towpilots, ground crews, and competent volunteers who fill all the roles required to run a safe and efficient operation.

Most contestants have a strong intention to fly and to improve their flying ability. Such spirit is contagious, uplifting everybody as we all become more capable.

The experience you can find is also remarkable: you can compare your flight to better flights and discover ways to improve. You can also reach out to accomplished pilots. Guaranteed most pilots are glad to help you improve.

Some pilots like Rich Owen and Hank Nixon, lead with coaching. The following lectures certainly contributed to my success:

- Intro to cross country soaring
- Competition Soaring – It's all in the details
- Task Planning and Strategy
- Flying your First Contest

If growth is not enough, just flying, eating and socializing with your tribe can be epic. This can taste like watermelon, as you discover seeds of friendship.

Here is what my first two contests did for me in under 2 weeks:

Cross countries flown	10
Distance flown	1003
Thermals	258
Tasks Completed	10

I am still astonished. Soaring is fascinating. Here are 20 lessons I learned:

1. In legs with tailwind, make distance and gain height
2. Anticipate the struggle to move upwind or over bad land, shortening such legs as much as possible
3. Anticipate areas conducive to lift (e.g. high terrain, infrastructure, slopes), and plan your route to fly over these areas, increasing probability of finding lift.
4. In a windy day, decide to land sooner to have ample time to plan a successful landing.
5. Tasks are made using a consensus of multiple weather products, knowing the anticipated weather window, you must plan to start the task such as to be on final glide before all lift shuts down.
6. You can use other gliders as external variometers, which can increase your performance. Isn't it fun to fly with friends?!
7. With strong headwinds, thermal must be more than 2 knots to compensate for drift.
8. You got to relax. Moving your fingers, alternating hands to fly, keeping your legs relaxed, and stretching, are tools you can use to preserve energy.
9. If you know the average thermal strength, be greedy and sniff better to find the core.
10. To maximize chances of finding lift when you get low: search along the wind direction over good terrain without stopping, and only start circling when you find lift.
11. When you get low, flying slow pays off with more time airborne to find that thermal you need to get back up.
12. High and dry terrain is good ground. Fly over good ground to improve your glide.
13. **Learn to chase chickens properly, fly downwind over the chicken houses.**
14. Watch the sky, fly a flight path along energy lines that brings you to

your next turn point.

15. Top of the thermal divided by 2 gives you the usable lift band, stay on the top third to achieve best speed.
16. Leave thermal when the rate of climb falls below your expected rate of climb.
17. Always consider topography along the course.
18. Use checklists for everything, from packing to prepping to fly.
19. If able, do explore clouds before you proceed on course, find out how the best clouds look like and where to expect best lift.
20. Never rely on only 1 prospect thermal, have a plan B, and C? Save mental energy and stay nourished!

In summary, I signed up to facilitate exponential growth in my soaring skill and to make good life memories with friends. As I realized this vision, I kept a smile into my sleep!

Shoot out to:

Those of you who have shared what you know about soaring, directly or indirectly.

Those of you who welcomed me in your gliders to watch you fly in several competitions. My neurons were learning as I shadowed you.

Those who included me in their crew, facilitating positive opportunities to learn about flying a contest.

WSPA and generous donors for funding my first contest experiences.

Task advisors and contest directors for your consideration and inclusion. I know the PW-5 ruled tasks at Perry due to its performance.

Ilana Steele who received WSPA support for attending Youth Camp in Sugarbush writes:

I attended Sugarbush Youth Soaring Camp in Sugarbush Vermont this summer. . I am using the funds to continue my glider training after camp here at my club in Colorado..

In the News

Kristin Farry participated in a cross country camp at Caesar Creek in August.

Maxyn Hallare received her PPL-G on August 13, 2003. She began her glider training on a 2022 TSS scholarship, soloed in January 2023, soloed in a Cessna 172 due to another scholarship. After her glider solo she



was granted an extension to her training through a SSA grant leading to her license. She took her father up on her second flight as a freshly minted licensed glider pilot.

Julia Karasinski age 18 from PGC. flew her first contest to 7th place overall Flies a Discus 2b. 5th place on each of 2



completed tasks! Landed out at airport on first day. Flew at M-ASA's Oktoberfest recently A great pilot in the making! Pictured with her father, Mokolaj Karasinski, who placed 10th in his first contest

New Cross Country Participation Award

By Kristin Farry

The Board has just approved a new award, the Betsy Woodward Cross-Country Participation Award. This award will recognize the woman who flies the most flights that earn at least 50 points in OLC-Plus or WeGlide-Free distance. Our goal is to reward steady growth in soaring and frequent attempts at achieving soaring distance. Consequently, this award will reward the number of flights in which you fly a task – even a relatively small triangle – rather than total distance flown. We hope that counting flights instead of distance will balance out the differences in soaring conditions between different parts of the world as well as the differences in glider and glider retrieval capability available to our members.

For this award, we will count flights uploaded to either WeGlide or OLC (or both, as some of you already upload to both) for the period of October 1st to September 30th (European Soaring Year) for each year's award. If you haven't already, please sign up for either platforms so you can upload your flights. You don't have to have paid subscriptions to upload your flights, although SSA has just announced a membership benefit to include a "Supporter" subscription on WeGlide (SSA & WeGlide Agreement to Provide SSA Members Free Services | Soaring Society of America). Joining these platforms will help you track your own skills growth as well as network with other pilots.

These platforms give you points for your basic distance, plus bonuses for a triangle course or out-and-return distance, corrected for glider performance. Thus, you can fly a triangle around your home gliderport without risking a landout and get above 50 points. For example, suppose you only have access to your club's Schweizer 1-26 (handicap 1.6 for D and E models) for a couple of hours, and your club doesn't have a trailer for retrieves. You can fly an FAI triangle upwind of your gliderport with 8 kilometer sides to crack the 50-point threshold on OLC. If you are lucky enough to be able to fly an LS-10 (handicap 0.84), the triangle sides need to be over 17km in length to crack the 50-point threshold. The difference between this and just fooling around the airport is flying a deliberate course with upwind and cross-wind legs as well as downwind, practicing your cross-country skills. You are also practicing navigation and techniques needed to fly record flights such as how to start and end a task and how to cross a checkpoint. In addition to the use of a glider, your minimum equipment requirement is a means of recording an IGC-formatted record of your flight. This does NOT require a fancy FAI-certified recorder (that's only needed for records and advanced goals). You can use an app on your smart-phone to record your flight in this format.

We have named this award for Betsy Woodward (1928-2019), the first U.S. woman to earn a Gold Badge. She also participated in the original Sierra Wave Project, and was one of the first six recipients of the Lennie. She set National and World records. Just as important, she was a world-renowned meteorologist who aided Paul MacCready in researching convective storms and an author.

So, don't wait another minute to register on OLC or WeGlide or both, and lay out some cross-country tasks! The window has just opened.

Rules for Betsy Woodward Cross-Country Participation Award:

- 1) This award will be presented to the female WSPA member entering the most flights with scores above 50 points on either OLC or WeGlide during the scoring period.
- 2) Pilots enter flights by uploading IGC-format flight records to one or more of these online scoring platforms:
 - a. OLC (<https://www.onlinecontest.org>)
 - b. WeGlide (<https://www.weglide.org>)

The flight recorder does not have to be FAI-approved; however, it must be approved by the online flight scoring platform used. Flights uploaded to both OLC and WeGlide will be counted only once, but participants are encouraged to upload flights to both platforms to increase visibility of women soaring pilots on these platforms, increase their soaring knowledge, and increase their personal soaring networks.

- 3) Platform scoring will be done by the platform according to:
 - a. OLC Scoring will be per OLC-Plus rules (weighted combination of raw distance, FAI triangle distance, and longest leg) and glider handicap.
 - b. WeGlide scoring will be per WeGlide-Free rules (weighted combination of raw distance and largest of FAI triangle distance and out-and-return distance from airport of origin).

Scoring disagreements must be resolved via protests by the pilot directly with the scoring platform within the platform-specific time limits specified.
- 4) The scoring year begins on October 1st and ends on September 30th. (Note: This aligns with WeGlide's scoring year, but OLC's scoring year window opens 11 days prior to the first Saturday in October and ends 12 days prior the first Saturday in October of the following year, raising the possibility that the number of flights shown on OLC for its year may not equal the number of flights counted for this award.)
- 5) Only Solo flights by women are eligible. Contest, badge, and record flights are eligible.

Contestants may fly conventional gliders, motor gliders, and FES gliders in compliance with OLC-Plus and WeGlide rules. The glider performance handicap embedded in the OLC-Plus or WeGlide-Free Distance is the only handicap applied in the scoring.

- 6) WSPA Members must send their OLC or WeGlide identification information to trophy@womensoaring.org by October 31st of each year to have their flights considered for this award. Participants who use the OLC platform exclusively must also identify any of their flights on OLC that fall between:
 - a. The beginning of the OLC year and October 1st and
 - b. The end of the OLC year and September 30th.
- 7) The award judges will provide the WSPA Board with the participating pilots' flight count, whether they have won the award in the past, and a recommendation for the winner or winners. In case of a tie, all pilots with the winning number of flights will receive the award. After the first year, those who have not been a past winner will also be eligible for a second award (called the "rookie" award) if and when past winners repeat.
- 8) Awardees will have their name(s) engraved on a plaque at the National Soaring Museum and receive a certificate. Ranking of women by level of participation as defined by flights will be published in Hangar Soaring each year.

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"European Holiday License." What that means is that you can convert your FAA license to a temporary 28-day EASA license. You still need a current medical if needed -most European countries require a medical for glider pilots-. (Hopefully Cathy Williams will clue us in on the details)

The date for the 2024 SSA Convention has been announced: October 29 - November 3, 2024 in Knoxville TN. The date has been shifted to Fall to avoid winter weather interference. Chilhowee gliderport is just south of Knoxville and in that region, soaring weather should be still good.



"It is Infinite Happiness to be able to see the World from above!" A close-up view of AMF

By Stephanie Gester

(Ed Note: the following is a transcript of a talk given by the author at the 2023 Seminar. I personally knew Angelika Machinek)



Introducing the AMF usually starts with unmasking the acronym: The Dr. Angelika

Machinek Foerdereverein Frauensegelflug e. V. is an association to promote women's gliding founded in January 2007. The AMF commemorates a gifted brilliant pilot and a woman who campaigned with great conviction for the advancement of female pilots. For many years Angelika acted as a spokes-

woman for the German women's national gliding team. She represented the interests of female pilots in the highest bodies of the German Aero Club (DAeC) as well as internationally. On October 12th, 2006 Angelika died in a plane accident. The ten founding members of the AMF were either Angelika's family members or close friends in aviation. They all want to keep the memory of one of the world's best glider pilots alive through the actions of AMF. The spirit in which Angelika lived continues – supported by now almost 300 members. AMF's goals are the promotion of women's cross country flying and competitive soaring. Networking is key. A special focus is on the promotion of young female talents: Motivation, material and financial support for female pilots is provided for their participation in cross country soaring, competitions and training camps (regional, national, international

level). An entry door into the AMF often is the motivation of our existing members to recruit newbies at airfields and events. AMF currently runs two aircraft: A LS4 WL named "Angelika" is made available to a young female pilot or a team of two young female pilots annually upon application. For cross country training with young female pilots a Janus C FG named "Schwobamädle" (Girl from Swabia) is ready for use. Since 2007 the AMF is organizing cross country camps for female pilots at various airfields in the mountains as well as in the plains. Rookies enjoy focused training in cross country flying provided by experienced licensed trainers in single-seater training groups as well as in double-seaters. The commitment pays off: Over the years, numerous AMF-sponsored pilots have been successful in competitions and are members of the German Women's National Gliding Team.

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 PO Box 1197, Central Islip, NY 11722-0950

!When mailing to treasurer's address, it is not necessary to add "Treasurer".

The post office only looks at the address.

The label "Treasurer" can incite thieves to look for treasures.

The standard way to differentiate such mail is to write at the bottom left corner of the envelope "ATT: WSPA".

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. (Pay Pal fees for no until we can confirm the total amount> The Pay Pal fee for the \$350 Lifetime membership is more than \$10)

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.

WSPA IS NOW ACCEPTING PAYMENTS USING ZELLE.

Payments are to be sent to "treasurer@womensoaring.org".

You can use Zelle to pay for your membership renewal.

IMPORTANT

Make sure that you also initiate your membership renewal through the WSPA website

AND

That you indicate that the payment will be forwarded via Zelle

AND

That you state in the Note of the Zelle transaction: "WSPA membership payment" or any other specific purpose.