



Nov. 2017

# Hangar Soaring

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING  
PILOTS ASSOC.

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## Women Fly

See them in action and join them  
at the 41th Annual WSPA Seminar  
At Truckee, CA  
July 23-27, 2018

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

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*HANGAR SOARING IS*  
PUBLISHED FEB, MAY, AUG,  
NOV. PLEASE SEND STORIES,  
PHOTOGRAPHS, COMMENTS,  
ETC TO

editor@womensoaring.org  
OR  
FRAUKE ELBER, EDITOR,

## Badges

Recorded through Nov 2017

### Diamond Goal

Carol Ann Garratt\*

### Diamond Distance

Carol Ann Garratt\*

### Gold Badge

Carol Ann Garratt\*

### Gold Altitude

Carol Ann Garratt\*

### C Badge

Reynolds Renshaw, VA\*\*

### B Badge

Reynolds Renshaw, VA\*\*

### A Badge

Anna Haas, VA\*

\*not a WSPA member

\*\* Associate member

## 2017 OLC Summery

(the OLC year ended September 25, 2017)

26 women in the US posted their flights on OLC (some only once). Here are the top 10:

### Andresen, Sybille\*\*

14866.08 pts    15 263.27 km

### Garratt, Carol Ann\*

10 987.85 pts    10 710.27 km

### Taylor, Kathy

6 057.21 pts    5 784.17 km

### Simmons, Susan \*\*\*

4 051.38 pts    3 863.98 km

### Fosha, Kathy\*

3 992.70 pts    3 840.95 km

### Guerin, Marianne

3 439.40 pts    3 233.10 km

### Brickner, Cindy \*\*\*

3 229.35 pts    3 499.80 km

### Koenig, Colleen

1609.91 pts    1 328.00 km

### Buenafe, Conny

732.71 pts    727.44 km

### Butler, Julie\*

619.98 pts    574.66 km

\*Non WSPA members

\*\* from Germany, flying in the American West during the summer, non WSPA member

\*\*\* flying (and posting) as copilots, Susan wither her husband Al and Cindy with Dennis Tito

In addition to the above I pulled two of our overseas member of whom I knew that they had posted their flights:

### Margot Acquaderni (Italy)

10 714.17 pts; 11 0015.02 km

(some of Margot's flights were flown in Namibia, West Africa)

### Elke Fuglesang-Petersen

(Germany)

3 431.37 pts; 3 482.79 km

## President's Note



Dear WSPA Members,

So much has happened since we last reported on the wonderful seminar at Chilhowee Gliderport.

Sarah Arnold has been inducted into the Tennessee Aviation Hall of Fame. As many of you know, she is one of the few women who owns and operates a gliderport, flies and repairs her own equipment, trains and tows

glider pilots, fundraises for great causes (such as the WSPA Scholarship programs), participates in both Regional, National, and International Glider Championships, and has won medals in many of those championships. Congratulations, Sarah, on a well-deserved acknowledgment!

The USA has suffered from several devastating disasters over the past few months including hurricanes and wild fires, which have displaced many people and their aircraft, including some of our own members. We even had two of our WSPA Board members (Lora Lewis

*(Continued on page 4)*



## From the Editor

Since the last newsletter, a lot of bad news has come down my way. First there were the devastating hurricanes, that hit Texas and other Gulf States and Florida probably impacting several of our members and their clubs. To top it all off was hurricane Maria that devastated several of the Caribbean islands especially Porto Rico. That hurricane wasn't one that had spent its fury when it left the US. The tail end of it hit northern Germany (I don't know if other countries were in its path), and left a trail of destruction and death in its wake. Checking on Elke Fuglesang Petersen, she reported only a few trees lost. Many lives were lost in the devastating Mexico earthquake. And as I write this, unprecedented wildfires rage in California's wine country turning booming towns in ash heaps and "killing fields". I haven't heard from any of our members who live in this region, if they are all ok. I don't know how that catastrophe impacted the clubs that have their home there.

On the home front, in my personal life the news aren't good either. My husband Wolf had to move into the memory support unit, a devastating experience for me.

One of our neighboring clubs (with which my club is in friendly OLC competition) lost a towship and a pilot recently. This is always bad news when it hits that close to home. My thoughts are with one of our young WSPA members who witnessed the accident and lost a mentor.

From overseas comes the devastating news that a Danish club had 6 gliders stolen.

On the WSPA front not all is rosy either. Having just updated the membership roster for the upcoming Hangar Soaring mailing, I noticed that at this writing (mid of November) 54 members have not paid their dues yet. This procrastination puts an extra burden on the

treasurer and deprives the WSPA coffers of a sizeable amount of funds. Remember, we are volunteers and many of us are still in the paid workforce. The time we (especially the president and treasurer) spend on WSPA business cuts deep into our limited free time.

Please send your dues ASAP to treasurer Alexis Latner. Her address is in the left column of page 2. Her e-mail is [latner@rice.edu](mailto:latner@rice.edu). Or let us know when you no longer want to be a WSPA member.

But there is also a silver lining to report: Sarah Arnold, hostess of our 2017 WSPA seminar, earned a Silver Medal at the Women World Championships and was inducted into the Tennessee Aviation Hall of Fame in October. After a long, long drought in the international women's soaring scene, Sarah put the US on the map. Alice Palmer (Goodlette) found her way back to soaring and WSPA after a 24year hiatus Also back after a lengthy absence are Rachel Conklin and Anna Rucz. Sylvia Grandstaff finished Army testpilot school and is now stationed at Huntsville, Alabama. Several of our scholarship recipients made big advances in soaring.

I hope for only cheerful Editor's Notes next time around.

## Revised 2016 Donor List

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Paul Remde  
Jennifer Rhoades  
Misty Roland  
Margarett Roy  
Mary Rust  
Chuck Schroll  
Sharon Smith  
Charlotte Taylor

## Last HS featured this note from Sarah Arnold

"On eclipse day we're planning a casual summer picnic lunch. For safety reasons we can only offer a few tows prior to the eclipse, and have decided to auction these tows off to the highest bidder. **The cost of the tows and all auction proceeds will be donated to the Women Soaring Pilot's Association scholarship funds.**"

**This auction netted WSPA \$1000**

## Welcome New Members

Rachel Conklin, NY\*

Sandrine Gressard, QC, Canada

Kate Larsen, CA

Alice Palmer, CO\*

Anna Rucz, NY\*

Inna Schwab, OR

Audrienne Taylor, CA

Denise Vanderkooi, AL, Canada

Marissa Villegas, IL

\* rejoined WSPA

## Alice Palmer (Goodlette)

The February 2017 *Hangar Soaring* featured under the headline "What Has become of them?" Alice Palmer.

Now, after a 24 year hiatus, Alice has returned to soaring and WSPA.

Alice started soaring at age 15. In her senior year in high school, she took her 1-26 to 29900Ft.

Alice is one of the early Kolstad scholarship recipients. Before her long hiatus from soaring, she held a Commercial CFGI, Private SEL and A&P. She was the former owner of a 1-26 (Blue Bird) and a Zuni 3.

## Sandrine Gressard

Sandrine learned about WSPA through a January 2017 article by Elaine Ernwein in **Free Flight**, the Canadian national soaring magazine.

She is a 45 year old entrepreneur, mom and aviation enthusiast. She got her glider license in 2013 and owns a L-Spatz 55 glider.

## Anna Rucz

Anna also was absent from WSPA for several years. She was the 2007 recipient of the Briegleb scholarship but was unable to use it because of a broken leg

## Rachel Conlin

During her absence from WSPA, Rachel finished college and continued her aviation career.

"Rachel received her Bachelors in music performance graduating with highest honors. She has since received a Master's in music performance and is now working on a second Master's for Arts Administration. In aviation, she is currently a Commercial Pilot - Glider and Private SEL with high performance and tail wheel sign-offs. She spent a summer as the week-day tow pilot for the Harris Hill club doing many hundreds of tows for them.

(Continued on page 4)

**Next Hangar Soaring Deadline**  
Jan.31, 2018

(Continued from page 2)

and Laura Radigan) from Florida who had to evacuate, and one (Alexis Latner) who had to ride out the storm in Houston. Alexis lost her car due to the flood, but thankfully she stayed high and dry on the third floor of her building. She now has a new car. To all of you who have been suffering through these devastation, we wish you a speedy recovery and hope that things get back to normal as soon as possible!

During the month of November and December, WSPA will be taking down the outdated web pages regarding our WSPA Scholarships to revising them. They will post all the most up-to-date info and application forms in January. That will give members, who would like to apply for one of our scholarships, plenty of time to download the forms and send in their applications by the deadline, May 1st. Please be patient while we work on this.

The SSA Convention, which will be held at the Reno-Sparks Convention Center, will take place Thursday through Saturday, March 1 – 3, 2017. Most of us are staying at the Atlantis Casino & Spa Resort, (Telephone 800-723-6500, code SOAR18), which is connected to the center. There are discounted blocks of rooms if you book early. To cut down on costs, you might want to share a room with someone. You can also save at least \$30 on registration if you send it in before Jan. 22<sup>nd</sup>. If you are planning to attend, please sign up for the WSPA Breakfast on Sat, Mar. 2<sup>nd</sup>, and the Awards Banquet that evening, which is always the culmination of the whole event! The WSPA Breakfast is always a lot of fun, and a great way to start your final day there! The WSPA Booth #45 will be located in the Exhibition Hall (center right - as you enter the hall) next to the 1-26 Association and the other divisions of the SSA. Frauke and I will be arriving on Wednesday to set up the booth. All are welcome to come early and help set up, take a turn manning the booth Thu. – Sat (2 hr slots), or help to taking it down on Sunday morning. Please let me know if you plan to come and want to help. Thanks!

Last, but not least, I must tell you an interesting story... After the WSPA Seminar at Chilhowee, Frauke Elber, Pat Valdata, and I mailed five large boxes from the Post Office in Etowah, TN, to my house in California. However, only four of the boxes arrived. After several calls and forms to fill out, the PO did a thorough search using the tracking number and a description of what was in the missing box; but all they could find out was that it had arrived in Memphis, and they could not figure out what had happened to it after that. The box contained about 25 of our brand new red WSPA Visors with our logo on them. Several weeks passed. Then a man found us on line and contacted our web page

(info@womensoaring.org) saying he had purchased some red hats that might belong to us. Colleen Koenig, our webmaster, forwarded his email to me. She and I thought, surely this must be a hoax. So before calling him, I called the USPO to find out what they thought, since they told me they were still looking for the box. I asked the first person that answered my call if she thought that this man could have stolen our stuff (?), or did the Post Office sell our things to him? She said, "No, the Post Office would never sell your stuff." She told me to call the fraud investigation department. After going through several levels, I finally ended up speaking to an US Mail Fraud Investigator. He explained to me, that there is only one place in the US (which is located in Atlanta, GA) where the USPO actually sells lost items, when the box is damaged so badly that they can't figure out who sent it or who was supposed to get it. He said that every post office in the US sends lost items to that place, because no other Post Office is allowed to sell anything that is lost. He said it is about the size of a Super Walmart, and there still is not enough room for everything, so they go ahead and auction off the items that are in good condition. The investigator still took a thorough report from me anyway, and then he told me to go ahead and call the man to find out how he obtained our hats. When I called the man, he was very polite, and explained that he buys and sells merchandise that is lost in the mail due to a broken box, or an accident involving a USPO truck, etc. He said that when he saw the logo and Women Soaring Pilots Association written on the hats that he had bought, he decided he would try to find us and see if he could get these items back to us. What a kind man! He even paid for the shipping to mail them to me! I sent him a thank-you letter, and Frauke also sent him a thank-you letter plus a copy of *Hangar Soaring*, so he would have a better understanding of the organization that he had helped. Kindness like this renews my soul and refreshes my spirit!

Winter is almost here, and snow has been falling up north already. It's time to dig out those soaring manuals and study ...just to keep current! Or maybe you will be *very ambitious* and decide that this is the year you will get your next FAI Badge or a new rating! Now is the time to make those decisions, so that when spring comes, you will be ready and up for the challenge!

Wishing you all wonderful and safe holidays, and I hope to see you in Reno!

*Mary*

(Continued from page 3)

The summer of 2016 was spent as a commercial ride pilot for the glider operation at Wurtsboro, NY Airport sometimes doing 10+ rides a day in their ASK-21. Hank Nixon, now a member of the Soaring Hall of Fame, likes to fly an ASK-21 at a few competitions each year and give junior club members a chance to ride along and learn what sail-plane racing is all about. Both Rachel and her younger sister Michelle have flown with him a number of times. A few years back at one such competition at Harris Hill, Hank's wife had a very bad fall and was hospitalized. While Hank had to spend his days at the hospi-

tal, Rachel and her sister decided they would take the ASK-21 and fly the competition task for the day. Hank was getting updates as they progressed around the task, then got the call "Uncle Hank (UH)- Rachel just radio'd - ...5 miles out..." They had made the task. Hank now mentions this as one of his more memorable moments in soaring."

From  
<http://www.ssa.org/Youth?show=blog&id=2390>

## From our 2017 Scholarship Recipients

### Erzsébet Vizaknai (Hungary)

Hello Everyone! Yesterday I got a step closer to get my license, successfully passing my aerotow exam. After winch launches, I am now officially qualified to take off by aerotow tow. The whole training went much better than I expected, all my instructors were very happy with the result. Thanks to the WSPA community this training was much less of a burden than it could have been. I am grateful for all your help .

### Terresa Morgan

After receiving the WSPA scholarship, I sought to take advantage of every flying opportunity I could that would enable me to solo. I soloed September 20th, 2017!

In particular, the funds awarded allowed me to take part in a cross country expedition my club, Willamette Valley Soaring Club (WVSC), had in the Alvord desert. I earned my ground launch auto tow endorsement and flew 15 flights in 5 days, tightening up my landings. I benefited greatly

(Continued on page 8)

## Save the Dates for 41<sup>st</sup> Women's Soaring Pilots Seminar July 23 – 27, 2018 at Truckee, California

By Marianne Guerin

The Truckee-Tahoe Soaring Association (TTSA) and WSPA (Women's Soaring Pilot Association) are hosting the 41<sup>st</sup> Women Soaring Pilots Seminar July 23 – 27, 2018 at the glider operation run by TTSA at the Truckee-Tahoe Airport (KTRK). The airport is situated in Truckee, CA in the Truckee-Tahoe Basin, which not only features spectacular soaring opportunities for WSPA participants, but also an abundance of outdoor activities for family members or partners. The glider operation is only a few minutes' drive from the crystal-clear waters of Lake Tahoe nestled among the peaks of the Sierra Nevada, and from an abundance of other hiking, kayaking and sight-seeing locations. Truckee is easy to get by car, and the area is served by four major airports: in Reno, NV (a 1 hour drive), and three California airports in Sacramento, CA (2 hour drive) and in the Bay Area at Oakland and San Francisco (4+ hour drives). Note that KTRK is a large regional airport that serves the general aviation community.

The seminar week will follow the usual WSPA format with morning seminars and soaring in the afternoons. Soaring opportunities in two-seater gliders with mentors are available for all levels of glider pilots, from basic training, to local soaring experiences, to cross-country flights. Or, bring your own glider and be prepared for a range of soaring experiences from thermals, to ridge and possibly even wave flights, and certainly to challenging XC opportunities for the more experienced glider pilots. TTSA runs operations and social activities on the airport grounds, featuring a field office/club house, BBQ facilities, showers/toilets, a camping area, and abundant tie downs for gliders and trailers. We also have a great facility organized on the airport grounds with a large room for meetings and a huge kitchen for preparing and enjoying meals. Details will follow covering sign-ups, accommodations, etc, but be sure to set aside the dates – **Monday July 23<sup>rd</sup> through Friday July 27<sup>th</sup>** – during the height of the soaring season in this world-class soaring location.

### Contacts for questions or expressions of interest:

Charlotte Taylor, WSPA V.P., Seminar Organizer [charlotte.taylor@mobot.org](mailto:charlotte.taylor@mobot.org) or Marianne Guerin TTSA Seminar Organizer [m.guerin@mindspring.com](mailto:m.guerin@mindspring.com), (Mary Rust ([president@womensoaring.org](mailto:president@womensoaring.org)), contact for international visitors)



Beautiful Lake Tahoe



Who can resist such a wave cloud?



Let the Fun begin

## Lake Keepit Soaring Club, Australia—Host for the 2019 Women's World Gliding Competition

Submitted by Wendy Mendicott, edited by Chris Larson

Lake Keepit Soaring Club, widely known as the “friendly club” in what’s often referred to as “Australia’s gliding paradise”, is a great place to glide and a great place to visit and relax. Lake Keepit offers 365-day a year facilities in a unique lakeside location in a State Park in northwestern New South Wales. As the second largest club in Australia with 170 members, the club offers the full suite of gliding activities from air experience flights and ab-initio training, to dedicated one-on-one cross country coaching by world competition pilots, to wonderful solo cross country opportunities for both the newbie and the experienced veteran pilot.

**The Lake Keepit Soaring Club is delighted to have been selected to host the 2019 Women's World Gliding Competition**, which will be held during the best of the soaring season in November 2019. There will also be a number of pre-world events aligned to other competitions to be held at Lake Keepit, where competitors can hone their skills and expand their knowledge of the area.

The club runs commercial operations during the week and volunteer operations on weekends. In addition to private gliders, the club has a solid fleet of aircraft for hire including two tugs and a winch, Duo Discus XT, Discus 2, LS7WL, two PW5s, ASK21 and Grob 103. A Twin Astir, LS1 and LS8 are also available for private hire.

Lake Keepit is the only gliding operation in Australia adjacent to a large freshwater lake. It is approximately the size of Sydney Harbour, and provides opportunities for freshwater swimming, sailing, fishing and boating. The NSW State Park at Lake Keepit provides a range of accommodation and camping options, a children’s water park, tennis courts, bike tracks, birdwatching and a kiosk. Truly a great place to keep your family happy while you are flying!

### Flying Conditions

The region is renowned for the highest number of soarable days in Australia. Located at latitude 30°S, the club’s weather remains soarable throughout the year, with frequent 300km tasks flown in mid-winter when other sites further south are closed down. Further north in Queensland conditions are more tropical, and storms can interfere with summer conditions. The best soaring conditions at Keepit extend from October through May. The more moderate weather through winter can provide perfect training conditions.

The Club is located in the Northwest Slopes and Plains weather region, west of the Great Dividing Range that shields the area from the marine influence of the East Coast. Seabreeze influence mostly does not penetrate this far inland, but the hills are still close enough, so the region experiences plenty of cumulus weather, whereas further inland at other more western sites, the weather is drier and bluer conditions tend to dominate.

Being part of the Slopes and Plains region also ensures plenty of variation and diversity in the countryside you fly over. There is higher rugged country towards the east, a picturesque broad river valley bounded by low hills to the north, and a range of low mountains to the northwest topped with an extinct volcanic remnant, Mount Kaputar. It is visually fantastic country. These hills often have a convergence line early in the day running for 80km that can be great fun!

Beyond Mt Kaputar and surrounding the club to the west and south is farming country with large cultivated grain paddocks and grazing country with good outlanding opportunities, and further west is The Pilliga, an extensive dry scrub that cooks up lots of powerful thermals on a good day. Coming home, the lake - actually a dam for irrigation further downstream - is always there as a beacon to show you where to go. With many visible land features and the lake, it’s hard to get lost; and there are plenty of safe places to land out if needed.

Tamworth Airport is the only controlled airspace area to avoid. Otherwise, the club has largely unrestricted airspace across its unmatched cross country terrain.

### Accommodation & Amenities

The club offers accommodation options to meet all tastes and budgets. This includes plenty of camping opportunities, bunkrooms, air-conditioned family suites though to well-appointed motel style units. The club can accommodate up to 36 people onsite in 22 rooms, and there is plenty of overflow accommodation at the nearby State Park.

### Need more information?

[www.keepitsoaring.com](http://www.keepitsoaring.com)

Facebook – [www.facebook.com/Lake Keepit Soaring Club](https://www.facebook.com/Lake-Keepit-Soaring-Club)

Booking Manager – [bookings@keepitsoaring.com](mailto:bookings@keepitsoaring.com)



### Sequatchie Badge and Record Camp (Chilhowee)

It's time to sign up for the 2018 Sequatchie badge and record camp which will be **March 20-29** this year. Space is limited to 15 gliders, and a deposit is required to secure your spot. Since we got skunked with the weather last year it means 2018 will be fabulous, right? More info attached, and sign up here: <https://www.surveymonkey.com/r/CVXHKHX>  
Phone (423) 506-9015, [www.chilhowee.com](http://www.chilhowee.com)

### Minden Wave Camp 2018

Check-in April 11th

Program runs **April 12-15, 2018**

For breaking wave camp news, sign up for the SoaringNV newsletter ([SoaringNV.com](http://SoaringNV.com)).

Phone 775.782.9595

## Soaring in Israel

by Irit Abramowitch

### Negev Gliding Center

Established in 1965, the Negev Gliding Center is one of 4 gliding clubs in Israel. It is the southeast club, located about 7 Km west of Be'er Sheva, on the northern margins of the Negev desert - therefore its name. It's a member's club or NGO (meaning that all of our activity and rolls - instruction, towing, managing, etc. are executed voluntarily), as is the case with all other gliding clubs in Israel. We currently have about 70 active members.

Our fleet contains two tow planes: a Piper Pawnee PA-25 and a Piper Super Cub as well as 8 gliders; 4 of them two-seaters: Schleicher Ka-7 and 3 X Grob 103 Twin Astirs. One-seaters: Grob 102 Astir CS, Schleicher Ka - 8, Edelweiss C30S, Grob Speed Astir.

Some of our members have their own private gliders, so there are an additional 10, among them are: DG 505, ASW 20; LS8, Pik 20, Pik 30 and others.

### Gliding in Israel.

Israel's location is interesting in two aspects. First, its climate is characterized as subtropical between the temperate zone and the tropical zone. The northern and coastal regions are characterized by a Mediterranean climate which means hot, dry summers and cool rainy winters, whereas the southern and eastern areas of Israel are characterized by an arid climate. Gliding in Israel is possible year round. Other than a few rainy days in the winter and a few extremely hot days in summer, we can fly around 350 days a year.

The second interesting thing about its location is the junction between 3 continents, Europe, Asia and Africa. For this reason, almost the entire bird migration between Africa and Europe makes its path through Israel. Half a billion (500,000,000) birds pass through our skies twice a year, every year. There is nothing like thermaling with a flock of 5000 pelicans or storks.

Israel is a small country (about the size of Massachusetts or Belgium) and the air traffic is quite vast. We are only allowed to fly when Israel's Air Force is not flying, which means Fridays, Saturdays and Jewish holidays.

Gliding is based here mostly on thermaling. Wave flying is possible

in rare occasions in some places, but since the mountain ridges aren't high, waves aren't very strong and won't get us to more than 12,000 ft - 15,000 ft.

Our best gliding seasons are between September to November and March to June. During these times, we have thermals between 5000 ft to 10,000ft. Once or twice a year we may have peak days in which thermaling is possible up to 17,000ft.

### Gliding in Israel during your vacation

If you wish to fly with us during your vacation in Israel you are most welcome. Please contact us prior to your arrival. Although numerous restrictions make it impossible for a foreign pilot to fly solo, you will be able to fly with an instructor, so please don't hesitate to call us. Please be sure to bring a hat, sunglasses and closed shoes.

### Note from Irit

my contact address ([abirit@gmail.com](mailto:abirit@gmail.com)). I can refer to our friends in Negev gliding club (in the south, near Beer Sheva) or to our Megiddo gliding club (in the north, near Nazareth). also you can put the links to [webpages/facebook pages](#):

<http://mgc.org.il/Default.aspx?tabid=138&language=en-US>  
<http://www.ngc.org.il/Gliding-in-Israel.html>

<https://www.facebook.com/groups/287655658035005/>  
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Warm welcome to glider pilots guaranteed!



## Big Sky Soaring

By Kaye Ebel

It was a beautiful (smoke free) day in Three Forks, Montana and perfect for soaring. Soaring in the pattern that is and getting checked out in a new glider. This time a Schweizer SGS 2-33. While a member of the Skyline Soaring Club in Front Royal, Virginia, I had flown an ASK-21, Grob 103 and the mighty Sprite. I was looking for-

ward to adding another glider to my repertoire and finally meeting some of the members of the Big Sky Soaring Club.

The day began with some introductions, CFI Greg Mecklenburg, Ursula Howland, tow pilot, and two other flight students, Sarah Aciego a transition pilot and Alyssa a student pilot. Also, helping with the launches and lunches was Jim Jonas.

Greg provided Alyssa and me with an airport map and briefed us on the pattern procedure and what we would be doing in the glider once airborne. He also offered us a chance to take a winch launch later in the day when we were more familiar with the glider.

Alyssa took the first three pattern tows with Greg. She had soloed two years prior and was getting back into flying. Her

father was a member of a soaring club in Colorado Springs and encouraged her to fly too.

Next was my turn in the 2-33. The runway was a little rough and filled with gopher holes. Not what I was used to but got over it quickly. First tow was to 3000' AGL or 7000' MSL. Greg had me do forward stalls, turning stalls, slow flight, power on / off stalls (Ha - got ya!) and a

*(Continued on page 8)*

(Continued from page 7)

couple steep turns. Then we flew a cross wind to check the wind sock and entered a left downwind for the runway. I was used to coming in on final at the end of the runway but here we turned to base mid runway and then to final. I soon found out why. I did my "own" pattern and turned to base at the end of the runway and touched down way too soon. There was no four-wheeler to pick us up! We had to push the "blue whale" all the way to the end of the runway to re-launch. Grey reminded me that if I landed short again, I would be on my own to push... Didn't happen again! Landings two and three were spot on and felt great about flying yet another glider.

Next, Greg invited me to try out a winch launch. I practically jumped at the chance. I had only heard about it from other glider pilots but never experienced or even watched it before. Once strapped and hooked up, I waited for the launch to happen. The winch was a mile away so couldn't even see it. Greg announced, launch, launch, launch and the rope started to move and we were up and off the ground in 45 seconds. We achieved about 1200" AGL when the rope came off on its own. Wow! Just wow! So glad I got to experience a winch launch.

Next up was Sarah. She was ready to do a winch solo flight. She took one flight with Greg and then he turned her loose. She completed two solo winch launches and perfect landings.

Thank you to Greg Mecklenburg for instructing, Jim Jonas for providing lunch and soaring inspiration and Ursula Howland for towing and the bucket hat! It was the best "first" day gliding in Montana ever!

Hats with plenty of "bling" are given to the women members of Big Sky Soaring for flight achievements!

Thank you ladies! It was a pleasure flying with you!



On August 21, Sarah and Jason Arnold hosted a total eclipse party at Chilhowee Gliderport. My husband Bob Schreiber and I drove down there with our dog Junior and a double batch of the butter-

scotch shortbread cookies that were a hit at the convention last year. When we got there at 11:00 a.m. the party was well underway, and we were delighted to see a number of WSPA members there: Kristen Farry, Megan Grusenmeyer, Maggie Hettinger and her husband Frank, Chuck Schroll, Katie and Eric Taylor, Chris and Gary Carter. We had been there just weeks before for the Women Soaring Seminar, so it was a fun reunion. Also present, former member Marita Rea and her husband

Along with more than a hundred of Sarah's closest friends, the airport held a crowd of people who had been sent there by the state police when the nearest state park filled to capacity. Although the glider operation was halted for the day, we were treated to a couple of glider launches when totality approached. Sarah had auctioned off the tows and donated the proceeds to the WSPA.

The gliderport was the perfect place to watch the eclipse. Everyone set up lawn chairs and blankets in the shade of the trees or erected pop-up canopies. We had an unobstructed view of the sky, which remained cloudless almost until totality. Then a single cu blossomed and headed right for the sun. It may have been a historic moment for glider pilots to wish a cumulus cloud would go away! Thankfully, it did.

As the sun's disk became more and more obscured, we alternated watching it (through

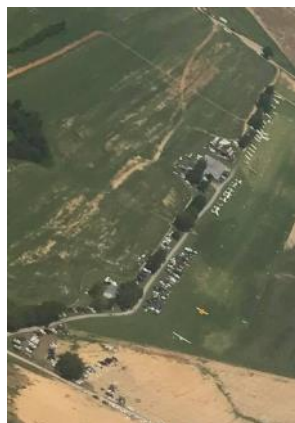
the certified eclipse glasses that Sarah had provided us) and looking at the crescent-shaped shadows made as the altered

sun shone through the leaves. The light became very weird—bright and muted at the same

time. To the northwest we could see the sky getting darker as the moon's shadow approached. Then we were in it, and we watched the Bailey's Beads on the edge of the sun just before the last flash of sunlight disappeared.

Birds quieted, crickets chirped, and a bat flew by. We could see a pinkish-orange glow all around us at the horizon, and the sky overhead was dark enough for Venus to shine. The sun's corona was clearly visible, along with a solar prominence at about the 4:00 position. You can see images of it on TV, but they don't convey the awe of seeing it in real life. It was one of the most amazing, beautiful, and utterly cool things we've ever done! The beauty of it stayed with us throughout the long, long ride home in post-eclipse traffic.

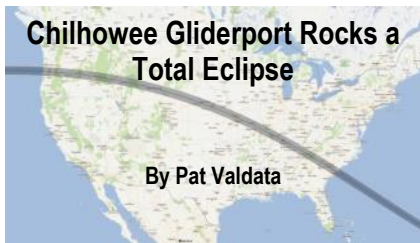
Many thanks to Sarah and Jason for hosting the party of a lifetime!



The soaring crowds at Chilhowee during the Eclipse

## Chilhowee Gliderport Rocks a Total Eclipse

By Pat Valdata



(Continued from page 4)

from the instruction I received from more than a few CFGs from WVSC.

After my first two solo flights, I wrapped up the season at a commercial operation in Walla Walla, Washington alongside another club members who wanted to do some cross country soaring.

Travis (CFG) and his wife Susan, who own the commercial operation, briefed me on the layout of Martin Field, and surrounding Walla Walla area. After reviewing my logbook and discussing that I had only 2 solo flights, Travis naturally wanted to put my skills to the test before setting me free in his L-23.

For my check out flight I dealt with 30 mile per hour winds aloft and got knocked around on base, but thanks to solid cross-wind instruction back at home, I accomplished a good landing. After a quick pattern flight in calmer air the next morning, Travis's last words were, "Now make sure to buckle up the back seat belts" -- took me a minute to figure out that he was giving me the "GO" to fly on my own!

Since I am not (yet) a cross-country pilot, my goal was to stay close to the field for at least a 2 hr flight to satisfy one of the more challenging requirements of the Bronze Badge. Our club requires a Bronze Badge in order to be permitted to take a Club ship cross-country or on safari; however, with the lousy lift we often have at North Plains, Oregon, getting two-hour flights can be quite a challenge.

On what was my 3rd solo flight, I released at 3,700 ft. I had my eyes fixed on a cloud nearby. Arriving there my vario screaming, I turned into a 45 degree bank and found myself caught up in an amazing elevator ride to 7,000 ft. I was laughing the whole time in total disbelief! While the other gliders branched out cross-country, I stayed relatively close to the field, working my way up to 7,800 ft for what ended up being a 2.6 hr flight. I could have stayed up longer as the thermals were still strong, but decided to end the fun as my feet were very cold and I had reached more than my goal



— I was ecstatic! (see pg. 11)

With my club's season now at an end, and all gliders stored for the winter, I will focus on studying for my written exam during the winter months in anticipation of next season.

I am so grateful for the WSPA's support in extending scholarship programs for women wanting to become glider pilots!



Teresa and her instructor Randy Thurman

### Chris Larson

Since receiving the Flying Montagues Scholarship, I have attended the WSPA seminar in Chilhowee (thank you to the Montague family for sponsoring my attendance there!). The weekend after the seminar, I successfully completed my commercial glider pilot checkride.

At the beginning of September, after much shopping and due diligence, I purchased a single-seat glider (PW5) to expand my cross-country experience. It's been a lot of fun tinkering to make the loading/unloading process as smooth as possible, so that I can get myself in the air during the week as well as on weekends. After only a handful of flights in my new glider (against the hundreds of flights I've accumulated in the trainers!) I find myself in an odd space between, with neither my old rides nor my new one entirely familiar. The two-seaters—formerly so swoopy and nimble to my senses—now feel positively stately. Conversely, the single-seater, a glider a little beyond my comfort zone, is a fine little craft that I can land textbook-perfectly, yet I am still dialing in my touch on the controls and fine-tuning my eye for appropriate distances at the new L/D.

Coming up fast at the end of October, I plan to test for my CFIG. With the spin endorsement complete, and a winch endorsement underway, I've been reading

CFIG manuals as well as additional sources, and developing lesson plans, syllabus, models, and scenarios to get ready to teach my "student" on checkride day!

In the world of supporting other people grow in their interest in aviation: I've participated in an Aviation Careers Experience day camp, helping the local gliding club provide initial flight lessons to a bus full of teenagers. One of my friends has put me in touch with a principal of a local high school that has a strong aeronautical emphasis (many flight simulators!), and I'm hoping to meet with him and the program coordinator to set up real-life aviation experiences for the students.



### Elisabeth Morgan

I will be using my scholarship in December when I go to Tennessee for my add-on.

### Karen Kalishek

WSPA and CAP have a new CFI-G. I passed the exam on Sep. 16. For anyone considering a glider or instructor rating, the annual SOARVT training camp is highly recommended. Thanks to Lora Lewis for letting me know about it.

### Maryam Ali

It has been a whirlwind summer, and I've really enjoyed the soaring and the new people I've met!

In all honesty, as embarrassing as it is for me to admit, I have not turned in the forms to use the scholarship yet. I realize that this is very irresponsible of me. However, I have just been so busy and have been dealing with chronic pain in my wrists and forearms that I have not gone flying very often. Yesterday, I was at the field, and experienced the horror of my life when fellow friend and mentor,

and a man who was like family to my father and me, crashed and died while towing a glider. As such, it will be a little while before I muster the strength to get back to the airport. He was very influential to me and I am deeply affected. For now, I'm still very much in shock and reeling from the loss.

Because of this, I may not start billing WSPA for the scholarship money until the end of this month or early November. I sincerely hope this is alright and again apologize for my neglect in getting this done.

## In the News

**Dear aviation friends, Between Monday 31st of October and Thursday November 2nd – 6 different gliders are missing from storage in Aviator Gliding Club in Jutland, Denmark.:**

**Duo Discus T (OY-RAX)**

**LS6 18w (OY-XRG)**

**LS4 (OY-XRF)**

**LS4 (OY-XPX)**

**DG 400 (OY-XPD)**

**Pegase (OY-RGX)**

**The gliders have been removed from their transport trailers, and it appears they were transported by road in one or more trucks/lorries. This is devastating for a gliding club run by volunteers, so please help them recover their planes. If you have any knowledge about this, please contact**

**Mr. Jens Bonderup Kjeldsen**

–

**Chairman of the board for AVIATOR – Aalborg Svæflyveklub.**

**Mobile: +45 4055 2424**

### Olena Malushenko

soloed on October 9, 2017 at the Whitesand Soaring Organizations. In her own words: "Gained 3000 ft, almost 1 hour flight, wind shear on final, messed up, landed, and got a bucket of water on my head "

## Frauke spotted these News

The September 2017 SOARING magazine could be called a women magazine. Not only did WSPA member **Sarah Arnold** grace the cover page, she also reported on the Women World Championships from which she came back with a Silver medal. WSPA members **Bertha Ryan** and **Connie Buenafe** contributed articles to that issue. **Lora Lewis** is pictured in the Milestone column. **Simine Short** from the Vintage Soaring Association put her expertise to work with a long article about famous sailplanes from the 1920s. And last not least my own club members **Marita Rea** and her husband C.B. Umphlette recorded some of the comments (excuses) they heard around gliderports. (I could add a few of my own excuses )

**Elke Fuglesang-Petersen** authored a featured article in the German soaring magazine SEGELFLIEGEN on Doug Levy's 1000km flight in a 1-26 this spring \*

**Ali Bond**, one of WSPA's former scholarship recipients is CFI at Capital Aviation.

**Elaine Ernewein** reports: I am at the US National Aerobatic Championships with my son Andy and husband Larry who are competing. And all of a sudden I see **Laura Radigan** zoom by on a golf cart. Laura is attending her first Aerobatic competition which just happens to be the US Nationals. There are three flights and in true Laura style she comes in FIRST on her second flight!!! She was third on her first flight and the winds got the best of her on the third flight.. Laura finished 6th overall in Sportsman Category. Congratulations Laura.

**Ute Kaden**, Alaska, writes Labor Day Weekend. Great day of flying gliders at Clear AFB Saturday. 11 glider flights, 5 glider and 2 power orientation rides. I am really glad that we have more females participating in CAP.

Way to go girls

(Continued on page 10)

(Continued from page 9)



Cadet Isabella Mollison, CFG Capt.  
Ute Kaden, Cadet Lindy Guemsey

**Lora Lewis** instructed at a CAP glider camp. 6 women participated in the camp.



### It's a Boy

On September 2, 2017, Jason and Sarah Arnold took delivery of a brand new PW-6 doubleseater and added "him" to the fleet of the Chilhowee gliderport.

Congratulations Jason and Sarah



On October 28, 2017, **Sarah Arnold** was inducted into the Tennessee Aviation Hall of Fame. The citation reads:

SARAH KELLY-ARNOLD  
In 2011 Sarah Kelly-Arnold earned the US Soaring Team National Championship and became the first woman in history to represent the USA in a world soaring competition. She has accumulated over 2200 hours of flight time in gliders and holds CFI, CFG, CFII Ground ratings. She is also an A&P Mechanic with Inspection Authoriza-

tion. Mrs. Arnold was raised on a farm in British Columbia where at age 13, she learned to fly a single seat Quicksilver ultralight. In 2001 she became enamored with the Chilhowee Gliderport near Benton, Tennessee and a year and a half later, at 24 years of age, she became the youngest owner of any commercial gliderport in the nation



Jason Arnold presents his wife with the Hall of Fame medal

## WSPA Communication

by Charlotte Taylor

WSPA's e-world is moving forward with the times, and last month we re-organized with 4 separate parts.

**1. Our really nice new Facebook page, "WSPA Group",** is up and running for posting news about your flying, your photos, new pilots passing checkrides, gorgeous scenes from the cockpit, questions and answers about flying issues, and such.

<https://www.facebook.com/groups/1500360123404312>

You can now see these posts any time from anywhere, and comment on them and forward new ones to your personal e-mail. This is a "group" page, you join it by opening the page and sending a request. Yes you do need a Facebook account for this.

**2. Our e-mail communications on googlegroups** are meant for selected information about WSPA business, and the messages here should be brief and designed to tell people where to look for more information.

If your message to our sisterhood is going to start a conver-

## My Challenging Flight to Mt Lassen with an Unruly Passenger

By Marianne Guerin

I flew my most challenging cross-country flight ever this past summer – starting at Truckee-Tahoe airport in California with a landing planned at Air Sailing glider port outside of Reno, Nevada with a turnpoint at Mt Lassen. As the crow flies, Mt. Lassen is almost 100 nm from Truckee and then it's about 90 nm from Mt. Lassen to Air Sailing, in each case flying over 'tiger country' terrain. I was persuaded to take this flight despite forecasted over-development conditions as cloud bases were predicted to be quite good, winds would be favorable, and there are good 'safety' airports as land-out locations along the route. But, most importantly, I was just one of a group of Truckee-based glider pilots I knew who would also be heading to Mt. Lassen.

I have a fair bit of cross country experience in my LS-8 glider, which has good performance (40-to-1 glide ratio) and benign handling characteristics. BUT, I'd never flown this far north-west from Truckee, so I started with a cautious mindset. I got off to a good, high start and made steady progress toward Mt. Lassen with plenty of safety altitude. I really like it when I HAVE to use oxygen! It was a joyous experience when I made the turn point and circled well over the peak of Mt. Lassen. My joy evaporated a bit as I looked back and saw LOTS of grey clouds; my joy evaporated a bit more as I started to hear position reports of virga and masses of impassable over-development in some areas from the pilots already returning south. Nevertheless, I proceeded cautiously back along my route following safety airports and dodging virga. Everything went well until I reached the valley with Quincy airport, where I became hemmed in by virga and started to lose altitude. Following the advice of a very experienced pilot, I hung out near the Quincy airport and diligently searched for lift. This well-known strategy finally paid off as I gained enough altitude to head southeast for my next safety airport at Nervino. Reports of good lift on the ridge just north of Nervino gave me additional confidence on the next leg of my flight.

I was most of the way to Nervino when I found **weak but** workable lift, so I slowed and banked steeply to thermal. As I slowly gained altitude, I thought I might actually make it all the way to Air Sailing – what a relief! Unfortunately, relief was short-lived as the most challenging part of my flight emerged in the form of a little grey field mouse. YES, I had been flying all day with a mouse as a passenger, who evidently had recovered from its oxygen-deprived state and was itching for a tour of the cockpit. As the mouse ran up my left leg, my auto-reaction (in addition to screaming) was to slam the left rudder peddle to the floor, then moments later it ran up my right arm where my auto-reaction was to slam my right hand holding the stick back to the right (screaming again). Of course, this put me in a spin.

My best auto-reaction of the day was to push the stick forward to recover from the spin. I floundered around for a bit as the mouse moved around on me and elsewhere in the cockpit. It eventually settled under my right cheek, which I pushed down into the seat to fix the little varmint in place – evidently my brain was still functioning pretty well. WHEW! I had lost 1,000 feet but still had Nervino in my pocket. Unfortunately, I could tell the mouse was still alive.

I tried to find lift again as I approached Nervino (with the mouse still squirming under my right cheek – yuk!), but I had lost too much altitude to connect with the reported lift on the ridge. I eventually committed to a landing at Nervino airport, so we (the mouse and I) landed on the runway and waited for the requested aerotow to Air Sailing. Unfortunately, by the time I landed at Air Sailing, it was well after their Labor Day barbeque had finished. But my husband, my dog and several friends sat with me through a much-appreciated late dinner of BBQ leftovers. I believe the mouse accompanied me back to Air Sailing, somewhere among my landout gear in the turtle deck, as evidenced by new droppings in the cockpit the next morning.

Well, by now I guess you see why I had my most challenging cross-country flight ever this past summer – flying over new terrain including ‘tiger country’, skirting masses of OD, being hemmed in by virga, and a mouse-induced spin and landout. However, I feel pretty confident about my ability to handle stressful, mouse-induced gliding situations in the future. I don't think I'll react as violently if I get a furry little passenger in the cockpit



sation, that is great and is the goal of WSPA but please consider taking that conversation to Facebook. Not all our members have good e-mail access, and some folks can't handle large numbers of messages for various reasons

**3. Our main WSPA web page** will continue to have the official WSPA information pages and archives, including upcoming events, *Hangar Soaring*, info and registration forms for Seminars, club officers and contacts, scholarship program information, etc.

<http://www.womensoaring.org/>  
We control this web page ourselves. It is aging, though, so the WSPA board wants a software upgrade and reorganization here later this year (volunteers welcome). In the meantime this "classic" software no longer handles photos, so please move your photo galleries and posts to the Facebook group page.

**4. We also have a "basic" Facebook page for WSPA**, which presents information on WSPA but is not interactive. This page is another way for people to find us. If you want something particular posted there, we can certainly do that: contact Mary Rust or Charlotte Taylor with your item.

This basic Facebook page is called "Women Soaring Pilots", and its Facebook address is @womensoaring. Be careful not to confuse this organization page, which just presents basic information, with the interactive Facebook group page listed above!

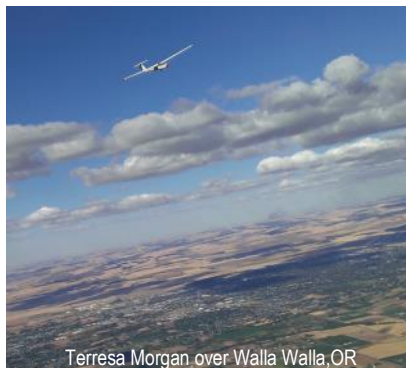
\*\*Many thanks to several WSPA members for help with this transition, and especially Christina Schreiber.

## An Exciting Third Solo Flight

By Teresa Morgan

I will never forget that slight fear of being alone and having to figure out altitude relative to airport pattern distance. I did not have a navigation system with me - just my iPhone which wasn't getting the best reception. I studied glide ratios and made room for flying around the IP, sink, and took a little bit from L-23's glide ration by giving myself some wiggle miles. At one point I drifted miles from Martin Field - but I know I must have not been a mile south of the main high-1-mile perimeter from. I ran it all the way down which led to my IP. This allowed me my way back within my safety

I was still a safe distance pattern, and with a little altiwanting to stretch it for a two-planning on heading back and really saved the day! Once I greater lift which carried me hour goal.



room. I branched out about 5 East and what seemed to be 8 the field was within eye sight, so that far out. I know the field was way and that is what I judged my jumped on a band of clouds and ran about a mile south and parallel to not lose any altitude as I made circle - now that was fun!

at 7,800ft to make it back to my tude to spare, but I was really hour flight. In my mind I was landing but that cloud streak was at my IP, I found some even through until I reached my two-

After 2.4 hours of flying, I knew I had enough altitude to put some speed into my flight and have some fun as I made my way down to my landing pattern. It was indeed a day to remember forever! When I tell other pilots of my story I think they will all be bored listening to me, but they all get excited as it takes them back to their first solo flights and they can relate to the excitement I'm feeling.

Having the other gliders leave their distanced area to come check on me was really an experience. - that's when the picture was taken of me by one of the other pilots. I was all alone until they all came to check on me. I was battling a head cold and later discovered from my ENT, I had been flying with fluid behind my ear drums. I had difficulty hearing the other guys talk to me. My speaker was in the back seat. They all came swirling around me to make sure I was OK knowing that it was my 3rd solo flight. To watch them all flying beside me, under me, and around me was so exciting as I had spent most of my flight hours alone and unable to locate them visually. I also have a few members helping me out with navigation ideas that I will have on board before flying next season.



2017 seminar

Top left to right: reunion of 2002 seminar participants; these boots are made for walking; we wore him out; home sweet (Sylvia Grandstaff's) home;



*Cathy Williams's beautifully restored 1-26*

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**First Class Mail**