



February, 2006

Hangar Soaring

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOC.
www.womensoaring.org

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LOOK!

The 2006 Seminar will be held
at Chilhowee Gliderport, near Chattanooga, TN
May 8—12, 2006



This photo of Olga Klepikova was taken on June 6, 2005 at the Chaika airdrome (Kiev, Ukraine) during the opening ceremony of the Forum organized by Ukrainian Women's Club of "Aviatryssy". Olga Klepikova made a speech to the participants and guests of the forum. Olga celebrated her 90th birthday on October 10, 2005

Best regards
Valentina Toporova

To read more about Olga's spectacular World Record flight in 1939 see Hangar Soaring and SOARING November 2001

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

ANNUAL DUES (JULY-JUNE) ARE \$10.
SEND TO :

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324 E Yucca Dr.
Hobbs, NM 88240

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BADGES by Helen D' Couto
Published in SOARING
Dec. 2005 – Feb 2006

GOLD ALTITUDE
Ms. Tammie Carswell

SILVER ALTITUDE
Hiromi Nakatsuka

SILVER DURATION
Hiromi Nakatsuka

NATIONAL RECORDS
Valerie Paget; PW5 (September 5, 2005)
World Class

General Distance using up to three turnpoints 310 km

15m Feminine; Distance using up to three turnpoints 310 km

15m Feminine 300km O&R Speed 55.97 kph World Class Feminine O&R Distance 309.2 km

World Class Feminine
300km O&R Speed
55.97kph

World Class Feminine
Valerie Paget PW5
(September 9, 2005)
Free Distance using to three turnpoints 301 km

Polish National
Marta Najfeld, SZD-55
15m Feminine
500km O&R speed (no speed listed)
Open Class Feminine 500km O&R speed (no speed listed)

STATE RECORDS APPROVED

Texas
Michael Graves*, Discus A
Straight distance to goal
295.22 sm
* Michael is a WSPA member



From the Editor

The above picture shows the sentiments several of us have towards our computers. Arleen, Dianne, Sharon and I all had major computer crashes. I have a new computer and hope that for a while I will be trouble-free. But I have to force myself to make regular back-ups.

The just completed convention was a good one for WSPA. Arleen, Sharon, Colleen and I were the main staffers of the WSPA booth with several others helping out, so that we could take a break. Thanks to extra chairs Arleen and Sharon brought we had a constant stream of members visiting and staying for a chat. We made \$ 1082.50 mainly through selling of merchandise, silent auctions and a sizeable donation by Pat McWorther (Thanks a million, Pat). Special thanks to Ulrike Franz, a glider pilot/artist from Germany whose mostly donated artwork (I had bought a few pieces) sold like hotcakes; to the Frameshop in Newport News which donated the framing of one of Ulrike's works (which brought us \$80), to Jo Shaw who donated many bags of Pecans from her crop and special pecan nut crackers. Colleen, Arleen and I each donated a "soaring girls" calendar which netted us \$150. We sold only 24 raffle tickets for the WSPA t-shirt quilt, which will be raffled off at the seminar. I will put the raffle tickets on the WSPA webpage to give everybody a chance to participate in the raffle. We signed up 6 new members.

The WSPA breakfast was very well attended. Sarah Kelly, the host of the upcoming seminar presented an overview of her facility (she is the owner and operator of the Chilhowee gliderport) and what she has lined up so far for the seminar. It all sounds great. Colleen Koenig

(Continued on page 5 Editor)

2006 WSPA QUILT PROJECT

The quilt we will make together this year will help fund the WSPA scholarships for women pilots. It will be raffled off at the 2007 SSA Convention. Here's how to get involved:

WHO can participate? ANYONE with an interest to help women Soaring pilots!

WHAT to do? Make a 12-1/2 inch square quilt block.
(Or more than one if you want to!)

NOTE: Be sure to sign you name somewhere on the block!

WHERE to send the block(s)? To:

Arleen Coleson , Treasurer
324 E Yucca Dr.
Hobbs, NM 88240

WHEN is the deadline? July 1, 2006

SPECIFICATIONS:

Block must be made of 100% cotton fabric
Block must be 12-1/2 inches finished when sent in
Colors to use: True blues, whites and beiges
Pattern to use: Use your imagination

If you are artistic & sew well, be creative and appliqué a glider or something.

If you are a novice try an easy pattern

MOST OF ALL – HAVE FUN!

Seminar Information- as far as available at this time

Lodging options can be found at: <http://www.chilhowee.com/> There are many cabins to choose from all located within a few miles of the gliderport. For those wishing to stay in a hotel, the hotel of choice is the Etowah Sleep Inn (423) 263-4343. It is less than a year old with high speed internet, breakfast, a meeting room that we may use if we have enough folks staying there, and is only 7 miles from the gliderport. The special gliderport customer rate is \$59.95 (their regular rate is \$89.95).

So far what I have scheduled for the week is:

Francois Pin – current World Class US Team member who will be representing the USA this July in Vinon, France, will spend one morning giving a lecture on cross-country flying and racing strategy, he will then conduct a lead and follow class in the afternoon for those who are interested.

Dave Stevenson – current Sports Class US Team member who will be representing the USA this July in Vinon, France, will spend one morning giving a lecture most likely on planning long cross country flights in the Southeast (he currently hold a World Record for Distance set by flying over TN, GA and SC in a Silent 2 last April.) He will then be available for dual cross-country instruction in the afternoon.

Mark Lenox – aerobatic instructor who learned to fly under the instruction of Les Horvath at Estrella will conduct a morning class on sailplane aerobatics. He will then be available for aerobatic rides/introductory instruction using his ASK-21 in the afternoon.

Informal Competition – depending on interest we will call daily tasks for those who would like to hone their competition skills.

Dual instruction will be available daily by at least two Chilhowee SSA instructors. We will gladly help any student obtain her training goals including badges.

I hope this helps. I will spell out more details in my talk at the WSPA breakfast during the SSA convention. Let me know if there is anything else that you need.

Sarah Kelly

Owner/Operator

Chilhowee Gliderport

(423) 506-9015 Cell

(423) 338-2000 Work

www.chilhowee.com

TOWS

\$15 hook up plus \$1 per 100 feet (eg. 2000' = \$35)

Retrieval: \$100/tach hour (0.65 hour minimum)

GLIDER RENTAL

Blanik L-13: \$40/hour or \$350/10 hour block

Ka-7: \$36/hour or \$300/10 hour block

*Ka-6: \$36/hour or \$300/10 hour block

*Silent 2: \$44/hour or \$400/10 hour block

**The maximum charge per day on the single seat gliders is three hours per customer which means if you fly for 5 hours you pay for 3.*

INSTRUCTION

\$30 per hour (minimum 30 minutes)

CAMPING

Free, the shower is \$5/night

Womens Soaring Seminar 2006

Name _____ Phone-day _____
 Address _____ Phone- evening _____
 _____ E-mail _____

Gliders

I'm bringing my glider (please bring proof of insurance with you – *it will be required to get a tow*) Glider make/
 model _____ N# _____

I would like to rent a single place glider I would like to rent a two place glider

I am checked out in the following gliders:

Current Experience (check all that apply)

Student – Dual	ABC Badges	Mostly local flying
Student – Solo	Bronze badge	Cross Country
Private	Silver Badge	Regional competition
Commercial	Gold Badge	National competition
CFIG	Diamonds	

Total glider PIC hours _____ Hours in gliders 35:1 or greater _____ Hours in retractable gear _____

Housing preference

Stay at a local motel or cabin*

Camp (tent)

*list provided at www.chilhowee.com

Camp (motor home)

Will share a motel room I will share with _____

I want to fly:

Local	Solo Cross Country	Competition	Badges/records
With an instructor	definitely yes	maybe	definitely not
How many days? _____	local	cross country	both
Lead and follow X-C	definitely yes	maybe	definitely not
Aerobatic ride/instruction	definitely yes	maybe	definitely not
Just for fun X-C competition	definitely yes	maybe	definitely not
Pilot skills competition (spot landings, etc.)	definitely yes	maybe	definitely not

My soaring goals for this Seminar are:

Cost

Registration \$100 for WSPA members, \$110 for nonmembers (includes T-shirt)

T-shirt size desired (add'l shirts available for purchase, price is tbd)

Small Med Large X-Large

Questions: Contact Sarah Kelly (423) 506-9015 info@chilhowee.com

Make check payable to CSA

Mail to: CSA, PO Box 53, Benton TN 37307

(Continued from page 2 *Editor* made a presentation on a new kind of catheter which can be used by women on long flights. Michael Graves, a Urologist by profession and WSPA member donated the catheters. I showed some short film clips from the Women's World Championships last year. WSPA members on the speaker list of the convention were: Valeria Paget, who made an excellent presentation on how to promote soaring. At the banquet Val was recognized for her outstanding work as SSA Publicity Committee Chairman. Cindy Brickner presented "Glider Jeopardy Games" (are you going to market it, Cindy?) and my presentation was about the history of women-only contests. Tammy Carswell was responsible for lining up all the speakers. The next convention will be in Memphis Tennessee. Plan to come.

Frauke

Lindbergh Trophy Reminder

Kathy Fosha, the present holder of the Lindbergh Trophy reminds all cross country fliers to check the rules on the trophy at www.womensoaring.org and to submit eligible flights to her for the 2005 honor.

**Kathy's address is
7271 Grashio Dr.,
Colorado Springs, CO
80920
Phone 719-598-1806**

**The trophy is already
at Chilhowee Glider-
port**

Rules in Germany

By Tabea Cornel

(Editors note: Tabea is a 19 year old WSPA member living in Germany. She recently got her PPL-G)

I'm sitting in front of my table on this beautiful sunny afternoon watching the clouds and writing about my big love: soaring. But why don't I go to the airfield? – Today it's my foot that keeps me away from there: my plaster cast was taken off only few days ago. And as a non-licensed pilot – especially when you're under 50 years – you have to walk about five miles a day in a German club! Walk down, get the glider and push it back to the starting line. That's what we're mostly trained here. Help the licensed pilots and don't be entitled to any support of them... Okay, it's not that bad every day and a new generation is coming up. Old pilots do not scare off youths but German bureaucracy does! You are not allowed to have training flights before having a medical. And to get this you have to go to the eye doctor before you can be examined by a pilots' doctor. He does a blood test, a urine specimen, several tests on your ears, your reflexes etc. Of course, after a surgery or getting new glasses you have to do the tests again! Otherwise you're not allowed to fly anymore. German government is evening worsening the rules at the moment.

But after having taken this hurdle, you can start your soaring training. For two to three years you have to concentrate on it and you should invest at least one day a week until you have your license. Arrive at the airfield at nine o'clock in the morning and don't leave before every glider is in its hangar i.e. sunset! Between these two points in time you can have about one to seven flights in our Blanik with an instructor when you've not soloed already. It depends on how many other students are there waiting for instruction. Most of the time there are five to ten students who have to fly with an instructor. In Germany, we use winch launches (they give us a release height of about 700 to 900 feet) and that is why ca. 80 percent of the Blanik flights don't last longer than five minutes. You see, takeoff and landing are very important and trained really often in Germany!

Furthermore each of us has a little blue booklet where the instructors write down each step of our education:

- Introduction in each thing you have to pay attention on at the ground
- How to assemble a glider
- Things to check before the first flight on a day
- Things to check before every flight
- Behaviour on the airfield
- How to use the parachute (you have to wear one every flight!)
- Takeoff with the help of winch launch
- How to turn in the air, how to use the rudder
- Practises on this
- Practises on flying straight ahead
- ...

Most time of our training is about paying attention to others and practising things that could happen if you didn't pay attention or e.g. rope breaks or spins and so on). After about one year or 80 to 100 flights or 10 to 15 hours with an instructor you're allowed to solo. We have to do about ten more flights in our Blanik without and instructor before we are allowed to fly the first single-seater: our K 8b. Of course, an instructor has to stay on the airfield and you mustn't leave vicinity of the airport. Again, the instructors have to confirm in the blue booklet that you have practised even more turns and circling etc. ("Certificate of Training"). You have to show your skills at regular intervals during check flights with an instructor. During these flights he gives you more training about failures and – of course – how to pay attention during thermaling.

After 30 hours in the K 8b you are allowed to fly a Ka 6 for at least 20 more hours before you have the chance of flying the first fibreglass glider, a Discus. To reach this status you need about one or two more years after you have soloed. In the second or third year of the training, we practise aero tows for

(Continued on page 8)

Proposed Changes to WSPA Bylaws

Introduction: Several changes to the WSPA bylaws have been proposed. The bylaws have not been updated since 1988. Suggested changes include changing from six geographic regions (matching SSA) to three regions, separating the positions of secretary and treasurer, and removing a specific figure for the amount of annual dues. For each of these, the current text of the bylaw provision and the proposed change are included below. Changes and additions are shown in italics and deletions are indicated by strikethrough.

According to Article XI, the procedure for changing the by-laws is as follows: the change must be submitted to the Executive Board in time to be published in the September issue of the newsletter and be on the November ballot. A two-thirds majority of votes cast is required.

Proposed Revisions:

Article IV - WSPA Regions

Current text: "For administration and representation, the U.S. is divided into six geographical regions: North Eastern, South Eastern, North Central, South Central, North Western, South Western."

Proposed change: "For administration and representation, the U.S. is divided into *four* geographical regions: *Eastern, Central, Western, and International.*"

Article V – Officers

Section A current text: "The officers of the association shall be: Six elected regional representatives. The positions of President, Vice-President and Secretary/Treasurer will be chosen from within the six representatives by vote from the six. (In case of a tie, the region will be split and be represented by the two elected representatives for the two-year term only.)"

Proposed change: "The officers of the association shall be: *Eight* elected regional representatives, *two from each region*. The positions of President, Vice-President, *Secretary, and Treasurer* will be chosen from within the six representatives by vote from the six. (~~In case of a tie, the region will be split and be represented by the two elected representatives for the two-year term only.~~)"

Article V, Section B: Nomination and election of officers

Proposed change: Replace "Secretary/Treasurer" with "Secretary" in Sections 1 and 2.

Article VI – Duties of Officers

Section C current text: "The Secretary/Treasurer shall:

1. Be empowered to receive money from those owing such funds and to bank same in the name of the Association and to disburse funds in payment of accounts against the Association as are authorized by the President and/or a majority of the Executive Board.
2. Render a report of the current financial conditions and other affairs of the Association.
3. Maintain a membership list of all current members and the previous years' members separately which shall include name and mailing address and shall furnish the Newsletter Editor and Record Keeper with a current mailing list.

4. Conduct all correspondence of the Association relating to membership and such other correspondence as the President and/or Executive Board directs."

Proposed change: "Section C. The Secretary shall:

Conduct ~~all~~ correspondence of the Association *other than that* relating to membership.

Keep minutes of the WSPA annual meeting and any in-person meetings of the Executive Board.

Maintain a file of Executive Board actions conducted via e-mail. "

Receive and verify nominations for regional representatives as described in Article V, Section B.2, and forward the list of candidates to the Newsletter Editor."

"Section D. ~~The Secretary~~/Treasurer shall:

1. Be empowered to receive money from those owing such funds and to bank same in the name of the Association and to disburse funds in payment of accounts against the Association as are authorized by the President and/or a majority of the Executive Board.
2. Render a report of the current financial conditions and other affairs of the Association.
3. Maintain a membership list of all current members and the previous years' members separately which shall include name and mailing address and shall furnish the Newsletter Editor and Record Keeper with a current mailing list.

Conduct all correspondence of the Association relating to membership."

Article III - Dues

Current text: "Dues of members shall be determined by the Executive Board and shall be payable in advance. \$7.50 per year."

Proposed change: "Dues of members shall be determined by the Executive Board and shall be payable in advance. ~~\$7.50/year~~"

Article XII – Implementation

Current text: " These By-Laws shall become effective in June 1986."

Proposed change: "*Changes to Article III and Article VI shall become effective immediately upon passage. Articles IV and V shall become effective with the 2006 election cycle. Unchanged articles and provisions shall remain in effect continuously.*"

(Continued from page 5)

the first time: at least five flights with an instructor and five flights on your own. During these flights there's lots of practise for the flight test, which consists of three flights with an examiner. Almost nobody fails due to our good preparation.

However, quite many fail the other exams you've to take before you're allowed to do the flight test: first the radio license which allows you to use the radio and to leave the close vicinity of the airfield. Therefore you get about 30 lessons in theory and practice before you take the exam that consists of a written and an oral one.

The written flight exam includes themes like meteorology, human abilities, navigation, engineering... You take these ca. 80 lessons during the winter season on weekends in your own club and do the exams usually in spring. After passing the exams at an official building of government you have exactly one year to do a 50 km flight (about 28 miles) in a single seater (at my club the K 8b) without landing in between and to pass the practical exam! Otherwise you've to write the tests again.

Every member at my club is obligated to 90 work hours/year (can be cutting grass or by working in the shop every Friday evening during the winter months when all gliders go in the shop for cleaning, repair and overhaul) Up to age 16 we have to do 45 work hours. This year, although I am still a high school student, I have to work already the full hours. Every not fulfilled work hour costs 7.50 EUR.

This is only an outline of our training. There are hundreds of little annoyances that are mostly caused by German bureaucracy and by several overcautious officials who do not fly!

For the costs:

Depend on the doctor the medical costs between 50 EUR and 100EUR, the eye exam 20 EUR and 50 EUR.

Radio license: 50 EUR for the lessons, about 90 EUR for the exam

Theoretical flight test : lessons 50 EUR, exam between 100EUR and 150EUR

In our club the K 8b is with 5EUR/h the cheapest, the Janus with 17.40EUR/h the most expensive one. In addition one has to pay a one time fee –practically a share in the purchase price- between 50 EUR (Blanik, K 8b, Ka 6) and 260 EUR (Duo Discus, LS8 etc).

Winch tows are 2EUR, landing fees for each flight are 0.50 EUR. Aero-tows are 141.60 EUR.!!

The annual membership fee is 76 EUR for members under 21 and for members over 21 years 156 EUR. Inactive members are paying 46 EUR.

Not considering the initial share price and when one is able to do all required work time, one normally spends about 50 EUR/ months for the flying during training time. But when one flies a lot it easily can add up to 100 EUR and more a month. Add to it missed work hours and it really becomes expensive. To guarantee a steady utilization of the club planes, privately owned planes are not allowed in the club.

You see, some of the rules at our club seem to be very strict but, still, it is lots of fun and we have a very well organized youth group at our club. Every two years there's an election for our youth leader who cares for us and arranges events and shows like a dance during the annual club party for example (the practise is also counted as work hours!). Soaring in a club means – apart from too strict government rules – integrating in a big family with its order and experiencing lots of fun and activities. For most of the youths the club is their main clique.

Welcome new members

Janine Acee, State College, PA
Janine came up through the ranks of the Harris Hill Juniors about 20 years ago. She presently is SSA State Governor for Pennsylvania.

Elizabeth Wheeler, Northfield, MN

Miche Jo, Ann Harbor, MI re-joined after several years of absence

Aya Hicks, Hurst TX

Marge Brickey, Aloha, OR

Jeep White, Homestead FL

Armanda Schaffer, Collins, CO

Kristine Elderkin, Austin TX

Lisa Setzt, Berdentown, N.J

The last 6 joined at the Convention.
Welcome to all.

In Memoriam

Allaire DuPont, who was the wife of Richard DuPont (US National Champion 1934 and 1935), passed away at age 93. She had had a stroke recently, but until then she was a very active business-woman and horse owner--she owned the famous race horse, Kelso.

At the 1935 National Contest at Harris Hill, Allaire set an endurance record soaring for five hours and 31 minutes in a DuPont utility glider designed by her husband.

In her youth, she was an internationally renowned sportswoman who achieved success in a variety of fields. She was a National Champion glider pilot, and an Olympic Women's Trap shooter. She was also an avid foxhunter and a senior tennis champion. She was the 2004 Thoroughbred Woman of the Year and won the 2005 Marylander of Distinction Award. Allaire C. DuPont touched the lives of thousands of people all over the world.

WSPA OFFERS SIX SCHOLARSHIPS IN 2006

By Phyllis Wells

The purpose of the Women Soaring Pilots Association is to promote all aspects of soaring for women glider pilots. This purpose is well served by the variety of scholarships offered by WSPA. There is something for women of all ages and levels of experience. Each scholarship is for \$500. To be eligible a woman must be a member of WSPA and SSA, or a similar organization if they live outside the U.S.

There are two scholarships to attend the annual Women's Soaring Seminar. This year the seminar will be held May 8 - 12 at Chilhowee Gliderport in Tennessee. The seminar offers concentrated one on one training for the recipients of these scholarships as well as the association with and encouragement of other women pilots from around the world. The **Briegleb Scholarship** can be used by a woman who is a student glider pilot. The **Flying Montagues Scholarship** can be used by either a student pilot or a licensed pilot who is getting a glider add-on rating.

Two of the WSPA scholarships can be used at any glider training facility. The **Sky Ghost Scholarship** is for a woman who is under the age of 25 and is training for a Private Glider License. The **National Soaring Foundation Scholarship**, administered by WSPA, is for a woman of any age who is training for a Private Glider License or a glider add-on rating. For these scholarships, the funds are paid directly to the glider training facility for use by the scholarship recipient.

For women who are ready to get into soaring competition there is the **Competition Scholarship**. Any woman who qualifies to fly in a regional or national competition is eligible. To qualify for competition usually means access to a glider and crew and cross country experience as shown by possessing advanced badges. This scholarship is limited to women in the U.S.

A new scholarship has been established, which will be offered every year when funds are available. It is the **Maria Faber Scholarship**. This scholarship is named in memory of Maria Faber who was an airplane and glider pilot. Maria became a pilot in later life after enjoying such hobbies as swimming and hiking. She was an experienced mountain climber who brought that same dedication and skill level to her flying. It was Maria's wish to help women advance their flying skills. This scholarship can be used at any glider training facility for a Commercial Glider or CFIG Rating. It can also be used for a tow pilot endorsement if the applicant is a licensed airplane pilot.

Scholarship applications are available on the WSPA web page which can be accessed via the SSA web page (go to "Partners" then to "Divisions") or at www.womensoaring.org (go to "Info"). Applications may also be obtained from Phyllis Wells, 1938 15th Street, Penrose CO 81240.

Deadline for receiving applications for the 2006 scholarships is April 15, 2006.

End of a Season

By Val Paget

Earlier in the year, I sent out an email about my club's cross country contest. Here is how the season ended. The contest continue to push me to fly more cross country flights than I ever had in one season. I flew 1533 miles that I submitted for the contest. (The final ranking was for the best 5 flights) Those miles plus the contest miles and shorter flights I didn't submit put me over the 2,000 miles for the summer. (June-September)

The encouragement plus the competition really forced me to plan longer and longer flights and leave the gliderport area earlier and earlier - sometimes with 2,000' ceilings. I followed the advice I set up in the article I wrote for SOARING: Fly at home; push to do flights that are "Personal Best". I discovered that in the Gulf Coast area I could do a Diamond Goal distance in a PW 5. My longest flight was 192 miles. Since I did a remote start, I actually flew over 200 miles. I didn't succeed the first time or the 2nd or third times I tried to do a Diamond Goal distance. First, I got to turn around when faced with a thunderstorm and had to land at a couple of other airports. Then in one week I made two 300K+ flights (192 & 189 miles).

I really encourage you to get your local organizations to set up such a contest if they don't. It really was a lot of fun - especially since I won.

Here are the Soaring Club of Houston's Sports Class statistics

Points:	Total miles flown:	Average miles per flight:
Bange 4427.65	Bange 906.62	Bange 100.74
Canas 1809.54	Canas 315.41	Canas 52.57
Kellner 5347.13	Kellner 1332.11	Kellner 121.10
Lavelle 3807.50	Lavelle 1282.16	Lavelle 106.85
Paget 6004.80	Paget 1533.72	Paget 127.81
Rasch 1591.08	Rasch 223.78	Rasch 111.89
Savage 5608.21	Savage 1208.09	Savage 120.81

WSPA Scholarship Application for 2006

NAME _____ PHONE _____

DATE OF BIRTH _____ e-mail _____

ADDRESS _____
 Street City State ZIP

NAME OF SCHOOL CURRENTLY ATTENDING _____ GRADE _____

STUDENT PILOT CERTIFICATE # _____ SSA MEMBER # _____

APPLYING FOR: _____ BRIEGLER or THE FLYING MONTAGUES SCHOLARSHIP: \$500 for use at the Women Soaring Seminar for student pilots of any age

_____ **SKY GHOST SCHOLARSHIP: \$500 for use at any Glider School or Club for female students under the age of 25**

_____ **NATIONAL SOARING FOUNDATION SCHOLARSHIP: \$500 for use at any glider school for female student pilot of any age.**

_____ **COMPETITION SCHOLARSHIP: \$500 for a female licensed glider pilot who qualifies to enter a regional or national soaring competition. Limited to women in the U. S. A.**

_____ **MARIA FABER SCHOLARSHIP: \$500 for a licensed female glider pilot seeking advanced training in gliders or a tow pilot endorsement.**

Enclose the following:

An essay of 500 words or less explaining your goals and previous experiences as they relate to gliders and how this scholarship will help you.

A photo, preferably with a glider, that we may use in our publicity.

A copy of your pilot certificate (front and back) and a copy of your latest entry in your logbook.

If applying for the BRIEGLER or MONTAGUE SCHOLARSHIP, you must be able to attend the Women's Soaring Seminar during the year in which you receive your scholarship (in 2006, the Seminar will be held May 5-12 at Chilhowie Glider port, Chilhowie, TN)

If you are applying for the SKY GHOST, NATIONAL SOARING FOUNDATION, or MARIA FABER SCHOLARSHIP, you must provide the name and address of the flight school where you plan to take your training.

If you are applying for the COMPETITION SCHOLARSHIP, you must provide documentation that you have been accepted to fly in a specific Regional or National contest.

Application deadline is April 15, 2006

Send all application to:

Phyllis Wells, 1938 15th Street, Penrose CO 81240 by April 15, 2006

If you have questions call 719-372-0410 or email pwells1634@aol.com

Monique Weil

By Tanya Rose, Contra Costa Times, November 18, 2005.



Kathleen Morse and Monique at the 2005 seminar

BYRON - Anytime the sky is clear blue, ideally with tufts of white cloud spaced out like stepping stones, 77-year-old Monique Weil pulls onto the freeway somewhere in Oakland and tries to fight off the adrenaline until she can manage to get to the Byron Airport.

Like most glider pilots, she's obsessed with flying and races to get to the air field's six glider planes before the weather goes bad, before it starts to get dark, before the wind picks up too much -- or before it dies down completely.

She and others who belong to the Northern California Soaring Association can only explain it the way an addict explains a craving.

"It's in your bones; it's something you always think about when you're not doing it," says Weil, a petite, sweet-voiced woman seen traversing the airport's four runways each weekend, always with a gaggle of students around her. She's been teaching flying lessons for decades -- since she was in her 40s.

She is the glue that holds this much-touted club together, whether she's passing on a bit of advice to a beginner pilot or whether she's helping to assemble a new glider plane.

... Weil herself became a glider pilot in the late 1960s in Fremont, only to supplement her regular flight training. She worked as a social worker for 20 years, most recently at Children's Hospital in Oakland, and flew anytime she had a spare minute.

She'd never flown in her native France, or even in Australia where she went to high school. It wasn't until she was 40, here in the United States, that she got the bug. Then, slowly, she began enjoying gliding more than "power planes," and that was it.

Weil says female pilots love to fly glider planes because of their sensitive movements.

"It's an extension of your body; it all depends on what you feel. It's not a macho thing where you wrench it with your muscles. It's all about subtle touch.

"It's the closest you get to being a bird, the way they make small corrections with their wing tips."

BALLOT FOR PROPOSED BY-LAW CHANGES

For proposed changes see page 6 and 7

1. Article IV – Regions

YES NO

2. Article V - Officers

YES NO

3. Article VI – Duties of Officers

YES NO

4. Article III – Dues

YES NO

5. Article XII – Implementation

YES NO

Send this ballot to

Kat Haessler, WSPA Secretary
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Peoria, AZ 85383
piyapontruski@hotmail.com

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