

# Freedom's Tales

Volume 12, No. 1, spring 2012



## President's Article:

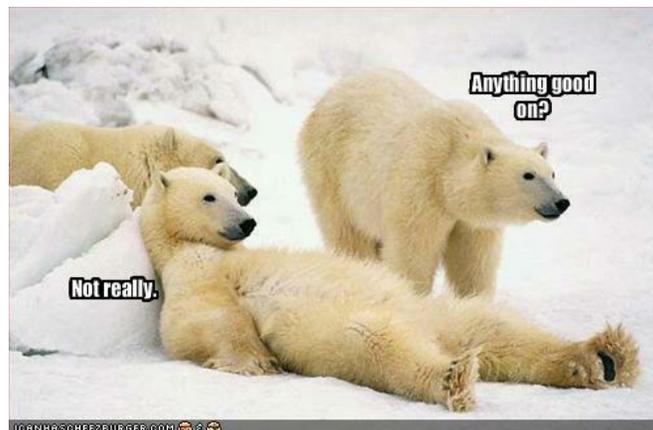
Freedom's Wings International (FWI) began its 31<sup>st</sup> soaring season in early March with our spring Pilots' Safety Brief conducted by Robert "Cookie" Cook, Chief Flight Instructor and William Thar, Safety Officer. The two-hour program focused on emergencies which can occur during takeoff and climbout. As always, interesting discussions ensued on how best to deal with each situation. Not surprisingly proper use of checklists would have avoided a significant number of these emergencies. Bill Thar has developed detailed, well thought out checklists which include preflight, avionics, pre-takeoff, takeoff, landing and post flight. These lists do not replace the aircraft manufacturer's checklists but enhance them especially with regard to specific procedures for pilots with disabilities. Thank you to Cookie and Bill for their efforts and emphasis on safety. Nothing is more important to Freedom's Wings.

Our first event this year will be at the Philadelphia Glider Council (PGC) in early June. We always look forward to visiting with our friends at PGC who are gracious hosts and supportive of FWI's mission of providing soaring opportunities for persons with disabilities.

In September support groups for persons with disabilities from Mount Sinai Hospital and Helen Hayes Hospital will join us at Blairstown Airport for a day of soaring.

Finally in mid-October we will again visit our friends at the Adirondack Soaring Club to introduce persons with disabilities in the greater Albany area to the joy of soaring flight.

We look forward to seeing you at one of our events this year. As Steve, a wheelchair user, who flew with us remarked ... "It was an experience I thought was not possible for me so I am grateful beyond words. Soaring at 2500 feet was a taste of freedom I will treasure always. Thank you Freedom's Wings."



## 2012 FREEDOM'S WINGS CALENDAR

Aero Club Albatross Banquet	March 31st
Board Meeting	April 21st
Adapted Sports/Rec/Living Expo @HHH, WHaverstraw, NY	April 21st
<b>Philadelphia Glider Council Event</b>	<b>June 2nd &amp; 3rd</b>
Rain dates	June 9th & 10th
Board Meeting	July 21st
<b>Mount Sinai Event</b>	<b>September 7th</b>
Annual Picnic	September 8th
Rain date	September 15th
<b>Adaptive Sports Group Event</b>	<b>September 21st</b>
Rain date	September 28th
<b>Adirondack Soaring Club Event</b>	<b>October 13th &amp; 14th</b>
Rain dates	October 20th & 21st
Board Meeting	October 27th
Holiday Celebration	December 10th

!\*\*\*!\*\*\*!\*\*\*!\*\*\*!\*\*\*!\*\*\*!\*\*\*!\*\*\*!



...a status report from Krzysztof (Kris) Lapinski, past VP:



Safety has always been a focus of Freedom's Wings. When the board of directors went through some changes in December 2008 it was decided that safety would be an even bigger priority. Our training under new Safety Officer Bruce Brown was upgraded and is continued by Bob Cook. As every pilot knows personal skills, knowledge and experience are only part of safe operations. Another part is the condition of the fleet. In our organization our gliders were always well maintained. However in 2008 we decided that we would invest substantial capital to upgrade our fleet to a higher level than before. The Grob 103B is a high-performance two-place glider, and since it is certified for hand-control operation it is ideal for our club flying activity. So, we decided that we would make them look like new and equip them with the newest electronics.

In 2009 both gliders received new upholstery. It's nice during our events, or when we take a new passenger on his or her first flight, to see the new clean fabrics instead of the shabby old one. I do not need to convince any pilot how important two-way radio communications are. It's not mandatory to have an on-board radio or even to communicate in non-controlled airspace; however our organization had utilized and recommended the use of portable devices for a long time. Everyone who uses a portable radio knows how difficult it can be to use one. Most transmissions take place during entry into and flying the traffic pattern, when the aircraft is low and the pilot's workload is increasing. Imagine finding your portable radio in the cockpit and with one hand bring it close to your mouth to talk. Now imagine a disabled person doing the same. A disabled pilot has both hands busy all of the time, right hand on the stick and left hand on the rudder hand control --- how and when to grab the radio? Installing on-board radios for communication was our first goal. It has certainly improved safety. In 2010 and 2011 both gliders received a centrally-mounted battery and added an intercom to the new radios. Terry Good, Bob Cook, and Bruce Brown invested considerable time and effort to accomplish this. Now all one has to do is press a little button on the control stick and talk. Gliders have no engines. The only noise in the cockpit comes from the airstream passing the canopy. Talking is not difficult, however it is important during student training to be heard clearly. On-board intercom definitely improved that.

Having a substantial battery on board provided the opportunity to connect and use other valuable equipment. To be visible for traffic controllers (ATCs) we installed transponders. This can be used for traffic separation when we operate close to Class C Allentown airspace and can be easily detected by other pilots who have collision avoidance systems (PCAS) on board operating in proximity of our aircraft. We also installed PCAS and can now detect other traffic in the air. Besides PCAS and having a central battery, we can use electric variometers and a Colibri flight computer. Each aircraft is also equipped with SPOT emergency locator beacon --- in case of an emergency (off-field) landing our aircraft can easily be located by search and rescue.

Grob 923BG was refurbished with new gelcoat 5 or 6 years ago. It became important to refurbish our other Grob, 217BG. It was our biggest investment, and well executed by Jack Goritski. Our two gliders look like new, and what is important for every glider pilot --- their performance increased because the renewed surface of wings and fuselage decreased drag.

In the past two years we've had ongoing problems with wheel brakes. We replaced two master cylinders, which we ordered from Germany, and two wheel cylinders. This improved after-landing braking.

Our fleet also has new aircraft covers that we ordered from Bruce Custom Covers.

I probably did not mention other small or bigger improvements that we made during these recent years, but I do not want to make this too boring. My goal was to describe the big difference we accomplished in the condition of our fleet and how this improvement has improved safety.

Thanks to all our members and friends we have the best equipped fleet on the field.





### Cookie's Peeves...

#### The Misunderstood and Misused Thumbs –Up Signal!

##### THE MISUNDERSTOOD THUMBS UP SIGNAL, Part I

The typical student pilot (or rated pilot) has finally got the seatbelts and harness on correctly, completed the take off checklist and is all ready for flight. Then they just sit there, “holding out” on the thumbs up signal. **Give the thumbs up AS SOON AS YOU ARE READY.** Don't wait for the slack to be taken out of the rope. Don't try to wait for traffic to get cleared. Don't wait until you have the attention of the wing runner. Don't wait until you think the tow pilot is ready. None of the above is the job of the glider pilot. Let each person of the launch crew do his or her respective job. The glider pilot's job now is to signal when ready, as soon as ready.

AS SOON AS YOU ARE READY GIVE THE THUMBS UP SIGNAL. The glider pilot “goes first”, until the thumbs-up signal, the wing runner and the tow pilot cannot continue and do their respective jobs. Without the glider pilot giving the thumbs up, the operation comes to a screeching halt!

##### THE MISUNDERSTOOD THUMBS UP SIGNAL, Part II

I've sent the following scenario countless times. The glider pilot gives the thumbs up signal, and stares at the wing runner. The glider wings are brought level. The tow pilot gives the rudder wave (towplane is ready signal) but the glider pilot does not see the signal because he/she is *looking at the wing runner*. The glider pilot then turns to look for the towplane ready signal (which they have already missed) and does not see the signal, (because the tow pilot *already* gave it). Not seeing the signal, the glider pilot looks *again* at the wing runner again with the expression of “what gives here?” It is at this time that the tow pilot *again* gives the rudder wave ready signal, which the glider pilot *again* misses. I have seen this “perfect timing” comedy of errors go on for three or four cycles!!!

The glider pilot should focus his/her attention on the tow plane. The glider pilot should not look at the wing runner. There is no need to look at the wing runner. The glider pilot looking at the wing runner serves no useful purpose. The tow pilot will invariably give the ready signal when the glider pilot is looking away. Most wing runners are not much to look at anyway.

From the glider pilot's point of view, the wing runner can only do two things:

- 1) Keep the wing on the ground which means, “Tow pilot, don't go”
- 2) Raise the wing level which means, Tow pilot cleared to go”

YOU DO NOT NEED TO LOOK AT THE WING RUNNER TO KNOW IF THE WING IS ON THE GROUND OR THE WING IS NOW LEVEL!!!!

When the glider pilot is ready he/she should give the thumbs up signal and **leave the thumb up** until the wing is leveled, then put the thumb down. All this time the glider pilot is looking at the tow plane, waiting for the rudder wave signal. The wing runner has many important duties and may be looking for traffic etc., so leave the thumb up so the wing runner can see it when they need to.

##### THE MISUNDERSTOOD THUMBS UP SIGNAL, Part III

The glider pilot gives the thumbs up signal, and leaves his thumb up during the take off ground roll, the take off, and the entire tow. Looks like a real dork!



!\*\*\*\*!\*\*\*\*!\*\*\*\*!\*\*\*\*!\*\*\*\*!



#### Cyber Soaring at Café Nelle Cucina – from Terry

When it gets too cold fly the Grob's, FWI puts them back in the trailers and heads over to Café Nelle Cucina for Italian pastries and Cyber Soaring on Condor, The Soaring Simulator.

The winter weather of 2011-2012, has been mild compared to other years, but the Cyber Soaring has been more hotly contested than ever before.

We have had two sessions at the Café, this season, and we have been learning more about Condor and what it can do.

Last year several people brought their own computers and each flew separately. This was fun, but very limited in what everyone could experience, since they were only watching their own glider. Even when Bruce Brown brings a couple of laptop computers and FWI's projector, only one computer screen was projected on the wall. This allowed spectators to see some of the action without huddling around a tiny computer screen.

This year several others brought laptop computers and we learned how to network them to show multiple gliders on the big image projected on the wall. Being able to see several gliders at the same time, really adds to the excitement!  
(continued)



Bob Cook has been instrumental in helping learn some of the techniques required to get on-line with Condor and fly different scenarios in other parts of the world. He has taught us how to go to a serverlist for Condor on the Internet and join various on-line competitions with other like-minded cyber flyers. This has been both instructional and entertaining, and it has prompted us to learn how to download landscapes for use in these on-line competitions. We have plans to host our own competitions on-line, once we figure it out. **If you know how to host a Condor session on the Internet, we could sure use your help!**

We also learned of a phenomenon we call “the flying anvil”. Not everyone has experienced it, but with some computers and some versions of Condor, when the tow plane started an aerotow, it would not gain enough airspeed to climb, but instead, leveled off just a few feet above the ground. If the take-off airport was on top of a hill, it might not be a big problem, but many of the airports in Condor are in a valley or in an area with rolling hills. These take-offs were more “problematic”. As the terrain begins to rise, and the tow plane maintains level flight, you might expect the tow plane to settle onto the surface and maybe even “land”. But when “the flying anvil” is in control, things are VERY different! Not only does the tow plane

continue to fly, when it contacts the surface, it begins to submerge! First the landing gear disappears, then the fuselage and wings, and finally the tail, leaving only the towrope visible for the hapless glider pilot to follow! Believe me, this is a very strange feeling. Now if the terrain is gently rolling, the tow plane may reappear on the other side of the hill and everything will seem to improve, but if the terrain continues to rise the glider pilot will soon find himself impacting the ground. When “the flying anvil” takes control, only tow planes can fly underground, gliders crash!

There is talk of creating a FLYING ANVIL Award, for FWI members, and construction is underway. No criteria have been announced for earning this award, but no doubt that will be forthcoming.



The good news is the folks at Condor have released a new software update, which they hope will solve this problem,

!!\*\*!!\*\*!!\*\*!!\*\*!!\*\*!!\*\*!!\*\*!!\*\*!!

**Links**

[www.freedomswings.org/](http://www.freedomswings.org/)

[www.pgcsoaring.org/index.php](http://www.pgcsoaring.org/index.php)

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

[www.aeroclubalbatross.org/](http://www.aeroclubalbatross.org/)

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

[www.facebook.com/pages/Freedoms-Wings-International-disabled-sports-flying/178598432159648?v=wall](http://www.facebook.com/pages/Freedoms-Wings-International-disabled-sports-flying/178598432159648?v=wall)

**\*\*\* keep in touch via FWI's new Facebook page (above)**

<https://sites.google.com/site/nycoutdoorsdisability/>

<https://plus.google.com/photos/100019155084693266669/albums/5720496540752995569?banner=pwa>

<http://vimeo.com/38274579>

[www.wheelchairsportsfederation.org/](http://www.wheelchairsportsfederation.org/)

[www.IAHD-Americas.org](http://www.IAHD-Americas.org)

[www.helenhayeshospital.org/](http://www.helenhayeshospital.org/)

[www.nyackboatclub.org/](http://www.nyackboatclub.org/)

[www.globalabilities.org](http://www.globalabilities.org)

<http://now.msn.com/now/0320-wheelchair-bungee-jump.aspx> — this is a little bit crazy!



# FREEDOM'S WINGS INTERNATIONAL

*FLYING FOR PERSONS WITH DISABILITIES*

Freedom's Wings International is a non-profit organization which provides the opportunity for persons with physical disabilities to fly in specially adapted sailplanes.

\*\*\* **7<sup>th</sup> Annual PGC Freedom Flights** \*\*\*

**30**  
**years**

On **Saturday June 2nd and Sunday June 3rd, 2012**, Freedom's Wings will offer **free** introductory rides to interested disabled individuals --- rain dates the following weekend. The event will be hosted by the Philadelphia Glider Council at their airport in Hilltown, PA, located approximately 40 miles North of Philadelphia. Additionally, there will be a cookout Saturday afternoon for **all** participants and their families.

Interested participants should call the toll free number to reserve a time slot for a 20-minute ride. There are only a limited number of flights available so call **now** if you want to experience the thrill of soaring.

Check out the pictures and comments from last year's participants at our website under the tabs Member Experiences and Video Gallery.

**Freedom's Wings International**

**1-800-382-1197**

[www.freedomswings.org](http://www.freedomswings.org)

**The Philadelphia Glider Council**

[www.pgcsoaring.org](http://www.pgcsoaring.org)



**It's time for that annual reminder:** (the app. is also available online)

## ANNUAL MEMBERSHIP APPLICATION

Freedom's Wings International (FWI) is a non-profit organization run by and for individuals with physical disabilities. Freedom's Wings is unique in that it teaches individuals with disabilities how to fly specially adapted gliders. One hundred percent of all of our dues and donations support our programs, as there is no paid staff. I hereby apply for:

Category	Annual Dues		
<input type="checkbox"/> Hardship Membership	Open (Rate determined by FWI Board of Trustees)	<input type="checkbox"/> New Membership	<input type="checkbox"/> Renewal
<input type="checkbox"/> Individual Membership	\$40.00	<input type="checkbox"/> New Membership	<input type="checkbox"/> Renewal
<input type="checkbox"/> Flying Membership (disabled)	\$100.00	<input type="checkbox"/> New Membership	<input type="checkbox"/> Renewal
<input type="checkbox"/> Flying Membership (able-bodied)	\$500.00	<input type="checkbox"/> New Membership	<input type="checkbox"/> Renewal
<input type="checkbox"/> Individual Life Membership	\$400.00 (one-time payment)		

Name: \_\_\_\_\_ Day-time Phone (\_\_\_\_) \_\_\_\_\_

Home Phone (\_\_\_\_) \_\_\_\_\_ Cell Phone: (\_\_\_\_) \_\_\_\_\_

Disabled  Able-bodied Email: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Profession: (Nurse, Physical Therapist, etc) \_\_\_\_\_

Institution: \_\_\_\_\_

SSA membership number \_\_\_\_\_ SSA Expiration \_\_\_\_\_

Make check payable to: **Freedom's Wings International, Inc.** and send to:

**Freedom's Wings International, Inc.**

**324 Charles Street, Apt. 25**

**Coopersburg, PA 18036**

Phone: (800) 382-1197 Website address: [www.freedomswings.org](http://www.freedomswings.org)

Please indicate your area of volunteer interest:

- Flight Instructor     Marketing/Publicity     Board of Trustees  
 Inspirational Flight Pilot     Volunteer Recruitment     Public speaking  
 Ground Operations     Membership Programs     Newsletter  
 Clerical Help     Support Groups     Airport Liaison     Fundraising  
 Equipment Maintenance     Scheduling     Community Outreach/Education  
 I am unable to commit time to the organization, but please send me the newsletter

Able-bodied members applying for flying membership must be approved by the FWI Board of Trustees. Persons with disabilities are given priority in scheduling. I understand that FWI is a membership organization. My dues and SSA membership entitle me to vote on membership issues, select a Board of Trustees, and attend social events. I understand that membership dues are renewable on March 1st each year, and that separate fees are assessed to members for flight tows. All members participate in our mission of providing soaring opportunities to persons with disabilities.

Date: \_\_\_\_\_ Signature: \_\_\_\_\_



**NOW WHAT???**

from Bob Reuter, student pilot

Okay, so you've taken your introductory ride and you are wondering, now what??? You really want to learn to fly that glider yourself... so NOW WHAT???

Well, first thing is get in touch with one of the fine folks at Freedoms Wings, your pilot or one of the other members, all of them whether last week or 50 years ago were in the same position you are. Since I am just a bit in front of you I hope I can help you can get an idea of what is in store for you before you can fly one of these beauties as it soars on the breath of the wind. I did contact one of the good folks and they told me the drill and how to do it. Nothing worthwhile comes easily and this takes some effort on your part.

First you have to join the Soaring Society of America, they have some great teaching aids and a magazine for inspiring your dreams. Then you need to join the Freedoms Wings "club".

You will be given some lessons to study; it takes a lot of studying to learn all the rules of the road and how to read the "street" signs in the sky. Nothing impossible, just new and different from anything you've probably done before. After some beginning study you will meet your instructor and take your first "Real" lesson.

A lot of things previously done by the pilot in charge, you will now have to start doing, things like doing the preflight inspections and preflight checklists and checks. Of course in the beginning the instructor or what is called the "CFIG" or Certified Flight Instructor-Glider will be looking over your shoulder. No matter

how good you get, until you have passed the pilots' exam you are still a "student" and will be the responsibility of your CFIG, so they're going to be "on your case" and you will wonder if you can ever do anything right, but when you take the stick in your hand and "catch your first thermal" or do a take off on your own, or get the landing spot on. The feeling makes it worthwhile.

You will make mistakes and wonder if you will ever be able to get this "glass" bird to do what you want. And most will spend a lifetime refining their skills. Slowly, and some days it will seem impossibly slow, you will feel "I can do this" and then can't or the CFIG tells you to do something that they think you can but your not sure... you will sweat and grin and sweat some more but during this time you will meet some really neat people and learn that this club is more than work, a picnic and then it is your turn to go to the introductory flights as a volunteer to help others experience what you have.

Oh yeah, it does cost a bit, dues in Freedoms wings are probably lower than any other glider club around and the Club CFIG's are volunteers (be reasonably nice to 'em) but that tow plane burns expensive gas and the guy flying it has to pay for the plane and insurance so he has to charge you for the flight. Figure about \$65 per flight... so you fly when you have saved up enough, maybe get some organizations or others to help, holiday and birthday presents can be gift certificates for tows but the view out the canopy of that sailplane and the feeling of freedom when you are soaring cannot be described, your introductory flight is only a tiny sample.

I wish I could tell you more but that's all the further I've gotten, so as I get further along I will relate more stories about how I'm doing and hopefully I will see you on the grid waiting for your flight.

**Adapted Sports, Recreation & Living Expo**

**Saturday, April 21, 2012 • 11:00a.m. - 4:00p.m.**  
**Helen Hayes Hospital Atrium**  
**Admission is Free!**

A special one-day event showcasing an array of adapted sports and recreation opportunities, as well as products and services designed to meet the needs of individuals with disabilities and seniors:

- Autos, vans, conversions
- Wheelchairs & scooters
- Adaptive equipment
- Durable medical equipment
- Clothing
- Exercise, sports & recreational equipment, programs & services
- Advocacy services
- Ramps & lifts
- Travel & leisure services

Raffle Prizes: Grand Prize, 50/50 and Lucky Draws

For more information, call 845-786-4950.



Route 6W, West Haverstraw, NY 10893 • 1 888 /O RE-HAB • www.helenhayeshospital.org

HELEN HAYES HOSPITAL & NYACK BOAT CLUB are proud to announce...

The Sonar Fleet 23  
**7th Annual Tappan Zee Challenge**  
**ADAPTED SAILING PROGRAM**



Open to people with disabilities, rehabilitation professionals and volunteers interested in learning more about adapted sailing.



**Introduction to Adapted Sailing**

Thursday, May 10, 2012 • 5:30-7:30p.m.

Nyack Boat Club, 59 Gedney Street, Nyack, NY

Free of Charge - Review mobility techniques & perform lifejacket screening\*

\* Required in order to go on a sailboat.



**Adapted Sailing Clinic**

Friday, May 18, 2012 • Nyack Boat Club, 59 Gedney Street, Nyack, NY

Free of Charge.

11:30-12:30p.m. - Lunch  
 12:30-4:00p.m. - Meet sailors with disabilities & participate in rotation sessions on the water\* (weather permitting)  
\*Note: Must do "roll-over" (lifeline) screening to go on a sailboat.

4:00-5:00 pm: Hospitality Hour



**Tappan Zee Challenge Regatta**

Saturday, May 19, 2012 • Nyack Boat Club, 59 Gedney Street, Nyack, NY

Free of Charge.

2:30-5:00 p.m. - Regatta Spectators (watch sailors of all abilities compete)

5:00-6:00 pm: Hospitality Hour

6:00 pm: Dinner: \$22 (payment for dinner required by May 4)

**Pre-registration required by May 2, 2012. Space is limited.**

\* Note: Previous participants need not attend Introductory Class, but MUST pre-register to sail.

Pre-registration or Questions, please contact

Matthew Castelluccio at 845-786-4950 or email at castelluccio@helenhayeshosp.org

The Board of Trustees:

President: Richard Fucci

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Treasurer: Cathy-Anne McLaughlin

Corresponding Secretary: Carl Slegel

Trustee: Bill Murphy

Trustee: Bruce Brown

Trustee: Joshua Wilder

Trustee: Chris Lynch

Trustee: Terry Good

Trustee: Robert Reuter

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Irv Soble & Mary DeAngelo-Soble

\*\*\* If you've received this newsletter by "snail-mail" (USPS) please send us your current email address.\*\*\*



**FREEDOM'S WINGS**  
324 Charles Street, Apt 25  
Coopersburg, PA 18036

(address label here)