

# Freedom's Tales

Volume 11, No. 1, March 2011

<http://www.freedomswings.org/>



from Richard Fucci, President of Freedom's Wings Int'l :

This year marks the 30th anniversary of Freedom's Wings International which certainly is a time for both celebration and reflection.

The idea of Freedom's Wings was conceived at a mall in New Jersey. Irv Soble, a United Airlines pilot, and Mary DeAngelo, a glider pilot, were tending a static glider display at an aviation exhibit in the mall. They talked with people who stopped by about flying and soaring in particular. A woman in a wheelchair approached them and said wistfully ... "I have always wanted to fly but have been imprisoned in this wheelchair for 25 years. I'd love to get in that glider and fly away." Irv and Mary were touched by this woman's comments and offered to arrange a glider ride for her. But she did not want just a ride. Her dream was to learn to fly. This encounter inspired Irv and Mary to find a way for persons with disabilities to fly a glider. And thus in 1981 Freedom's Wings International was incorporated.

Our club is organized as a 501(c) 3 not-for-profit corporation so that funds raised to support our programs would be tax deductible to donors. Freedom's Wings has depended entirely upon the generosity of its members as well as organizations and friends to support its activities over the past three decades.

Volunteers are at the heart of Freedom's Wings which would have ceased to exist without their tireless efforts on a myriad of tasks from writing grants to assisting on the flight lines; from organizing and participating in our outreach events to producing this newsletter. We are grateful to all who have served FWI in its mission of providing soaring opportunities to persons with disabilities.

Over the past three years there has been a significant transformation of our club. "Safety first with fun to follow" has been our mantra. Our aircraft have been superbly maintained and equipped with the latest avionics to promote safer flying. Pilot training and proficiency are at a very high standard thanks to the dedication and skills of our certified flight instructors. Our numerous outreach events in the northeast have introduced many persons with disabilities to the joy of soaring flight. Additionally this newsletter and our website, which is currently undergoing a makeover, have increased awareness of Freedom's Wings among members, participants and service providers throughout the region.

So what lies ahead for Freedom's Wings International? First and foremost we need a few good men and women as volunteers who

are committed to our mission. Anyone interested in becoming a member of our dynamic club should contact me at [rrfucci@earthlink.net](mailto:rrfucci@earthlink.net).

Fundraising is a continual challenge especially over the last three years which have been difficult financially for many foundations and individuals. We must raise the money we need each year to fund our operating expenses but also institute a capital campaign in order to replace our 30-year-old gliders.

How will Freedom's Wings foster growth in soaring for persons with disabilities? Certainly not by forming satellite Freedom's Wings clubs throughout the country. To do so would be costly and time consuming. Soaring for persons with disabilities will expand when soaring clubs and the Soaring Society of America (SSA) recognize that persons with disabilities make good pilots and club members; and commit to making their programs accessible.

I propose the Soaring Society of America (SSA) fund a "How To" project with Freedom's Wings International to produce a manual with a DVD which can be used by glider clubs to establish their own program. This resource manual will cover subjects from how to adapt a glider to purchasing a new glider with hand controls; from medical issues to training considerations. An online format is recommended so that information can be easily accessed and updated. Clubs interested in beginning a program can download the manual and incorporate relevant information into their own operating and training procedures.

Fooh

**Renew your FWI membership. Your support matters!**





## 2011 FREEDOM'S WINGS CALENDAR

Spring Briefing and Checkouts	March 5
Aero Club Albatross Banquet	March 26
Board Meeting	April 16
Adapted Sports & Rec Expo @ HelenHayesHosp., WHaverstraw, NY	April 16
Philadelphia Glider Council Event	June 4 & 5
Rain dates	June 11 & 12
Ridge and Wave Soaring Seminar	July 9
Board Meeting	July 30
Mount Sinai Event	September 9
Annual Picnic	September 10
Rain date	September 17
Adirondack Soaring Club Event	October 8 & 9
Rain dates	October 15 & 16
Board Meeting	October 22
Philadelphia Glider Council Banquet	December 3
Holiday Celebration	December 10

### ..from da editor:

Good news/bad news: Our expenses keep rising like everyone else's, so we're reducing the snailmail load —

If we've got your email address, whether you're an active member or not, you'll continue to get our newsletter. If you're not a member or active supporter of FWI this will be your last snailmail issue of Freedom's Tales.

Carl

### Milestone for FWI:

We're eagerly awaiting confirmation/recognition that the flight on November 24th, 2010, by Kris Lapinski & Bob Cook qualifies as the New Jersey record for "Straight Distance to Goal" (100km/62.9 mi)!

## Coming Out of Hibernation: The New Flying Season



For many of us in the NE, we fly little or not at all during the winter months. Therefore, as we come out of hibernation, we have to consider a many things as we get back into the cockpit after a 3-month or more hiatus.

There are two distinct areas of concern, the pilot, and the equipment. Just as a layoff from flying can have some negative effects on a pilot, a glider sitting in storage for several months may develop some "issues" as well.

Let's talk first about the glider. Who is responsible that the glider is in an airworthy condition and ready to fly? Of course we know it is the pilot in command who makes this final decision before flight. We might assume, since the glider was in perfect flying condition when we disassembled it, and stored it in it's trailer last November, we can just throw it together in April and fly it. Not so! There are a lot of bad things that can happen to a sitting glider, especially during the cold months. One major concern is; did some furry little creatures decide to make the glider their home? Mice and other animals will build nests in gliders; they will chew up seatbelts, seat cushions and interior upholstery to make these nests. They will also chew electrical wires, and pneumatic tubing. They will stockpile nuts and other food sources in all the nooks and crannies. Waste products can cause corrosion. The glider needs a through inspection before assembly. Any of the above problems must be discovered and corrected.

Glider tires almost always loose air pressure during the winter. Insure proper tire inflation. Batteries can go dead over a cold period. Hopefully the batteries were fully charged before winter storage, but they need to be topped off and checked for full charge.

As we recently found out, the wheel brake can deteriorate due to inactivity.

Moisture in a stored glider can also be problematic. Water or ice in the pitot and static lines can cause instrument failure.

The glider trailer also needs a pre-season checkout for tire inflation, animal nests, and electrical operation, and wheels and brake operation. I have seen severe damage to trailers

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caused by water leaking into places and freezing. The expansion of the ice can actually crack steel!

Now let's look at ourselves as pilots. What happens after a prolonged layoff? We get "rusty". Flying is an activity that not only takes knowledge and skill. It takes practice. Take a look at your logbook. When was your last flight? How much did you fly last year? How much total time do you have?

I divide piloting into two areas. First is the "flying part". This is the hands-on, hand-eye coordination part, the flight experience part. The other part is the "brain" part, meaning the aeronautical knowledge part.

Let's look into this knowledge part. When did you last pick up a flying textbook? Are you familiar with obtaining and deciphering weather information? When is the last time you looked through the FAR's? Do you remember ALL of the soaring signals? How about airspace?

Speaking of FAR's; Let's say you have not flown in more than 90 days. Can you just hop in a glider and go? Can you take passengers? How about club rules? Most clubs have requirements which are stricter than the FAR's! When was your last flight review? For student pilots, what about the required documentation and logbook endorsements? How about the glider paperwork, maintenance requirements, annual inspection, 100-hour inspection, AD compliance?



Here's another side of the "knowledge" aspect to consider. Look at all those fancy gauges and gadgets in the cockpit? Do you know how to operate the transponder, two-way radio, PCAS, intercom, Colibri, SPOT? Your first flight of the season is not the time to try to figure out all of that stuff. It is probably best to get out the manuals well ahead of time and familiarize yourself with the operation of this equipment.

Here are some practical suggestions:

- Use the off months to bone up on your aeronautical knowledge.
- Read through the various operation manuals for the glider and the installed equipment and become familiar with their operation.

- Show up at the field on "glider assembly day". It will give you a chance to do that all-important thorough preseason inspection.

Now, on to the "flying part". Your first flight of the season should (must) be with a club instructor/check pilot. Don't pick a day with 20 knot cross winds! Remember that a check flight is not a test. It is simply a way to loosen up, get the rust off, and get back into the swing of things. You don't have to show that you are "super pilot". What the check pilot will mostly be looking for from you is that you are **safe**. You don't have to be perfect. But remember, don't be upset if it requires more than one check ride to get back "in shape", or to be ready take passengers.

Here is a list of what might be expected of a competent pilot during a check ride:

- Preflight inspection with reference to a checklist
- Weight and balance considerations
- Cockpit management (be organized, orderly, logical)
- A "take charge attitude" as Pilot in Command.
- Decision making process
- Pre-takeoff checklist
- Emergency plan of action
- Smoothness on the controls
- Proper and stable tow position
- Visual Scan pattern (traffic awareness)
- Situational awareness (Where am I? What am I doing now? What is going on around me? What am I going to do next?)
- Awareness of lift or sink areas,
- Flying at the correct speed for the circumstances
- Coordinated controls in turns and straight glides
- Altitude vs. distance back to the airport (judgment)
- Landing checklist
- Stabilized approach
- Spot landing
- Post flight duties

We need to answer a couple of questions. Is this pilot "on the ball", or is this pilot "one step behind" the glider? **Is this pilot safe?** The outcome of the flight must never be in doubt.

But *my* actual criterion for the check ride comes down to the answer of one simple question: "Would I let this pilot take my grandmother for a ride?"  
.....Cookie



...or somebody's daughter?



## Soaring Seasons

By Bruce Brown and Terry Good, December 12, 2010

On December 5th, Freedom's Wings International (FWI, [www.freedomswings.org](http://www.freedomswings.org)) marked the close of the 2010 Soaring season by disassembling the last of our Grob 103 gliders. A Winter Party followed, hosted by Yards Creek Soaring (Blairstown, NJ).

Freedom's Wings International is dedicated to individuals with disabilities. In general, individuals with a disability (particularly quadriplegia) have difficulty dealing with very hot or very cold environments. So if it's too cold to soar outside, it's time to soar inside.

Yesterday, on December 11<sup>th</sup> Freedom's Wings opened its inaugural Cyber Soaring Season! The Freedom's Wings Cyber Soaring Season offers the opportunity to continue soaring and flight training regardless of "outside" weather.

Several members have purchased **Condor** "The Competition Soaring Simulator". This computer program runs on a PC with a joystick attached for flight control. The point of view can be selected, but most pilots choose the cockpit view. This provides a view from inside the glider cockpit, with the control stick between the knees, the instrument panel in front and the canopy all around. The presentation is quite realistic. While the simulator does not offer motion, when the image is projected on an eight foot screen, the pilot quickly becomes fully engrossed!

Misters Phil Mauriello Senior & Junior graciously opened the doors of "caffè nelle cucine"



([www.caffenellecucine.com](http://www.caffenellecucine.com)) in Blairstown, NJ, to Freedom's Wings Cyber Soaring. Forty-five minutes prior, Bruce started setting up the equipment (LCD Projector & Projection Screen, folding tables, laptop computers, and Joysticks. Jonathan Leal (ACA Aero Club Albatross member and Schweizer 1-26 Pilot) stopped by to offer assistance. Terry Good (FWI Able Body Volunteer) and Bob Cook (FWI Volunteer Glider Instructor) both of Avionics One, Inc., Blairstown Airport, were next arriving and pitched in. Let the Gliding begin!



Ron Swartz (ACA member, retired TWA Pilot, and Schweizer 1-26 Ridge Runner Pilot) stopped in to assist, and demonstrated how to cyber-fly an ASW 28 in Chambery, (French Alps)...bring back a case of Chateau Neuf du Pape, Ron!

"Murph", Bill Murphy (FWI pilot with a disability) arrived and Terry quickly programmed Murph's laptop for his first Condor flight.

Cathy-Anne McLaughlin (FWI Student Pilot with a disability) and John Ramsay (FWI Private Pilot with a disability) soon entered, wheeled up to their "Sims" and everyone was Soaring. Both Cathy-Anne and John started in gliders and fly only gliders.

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FWI has been flying some wave and wanted to offer a basic introduction to instrument flying as preparation for the extremely unlikely event of a broken cloud layer transforming into an under cast while flying in wave, above the clouds. Obviously, it is inconvenient (and dangerous) to fly a glider into weather, just to do instrument training. What better way to get a feel for instrument flight, than on a simulator!

Cathy-Anne had no instrument flying experience, so we briefed the aspects of partial panel instrument flying using the panel zoom Condor feature. Cathy-Anne's instrument flying instruction was endorsed as ground school in her logbook.

The Pause Key "P" allowed Pilots to take a break in mid air, for excellent coffee, eggnog and heavenly desserts...all Pilots honored the 'drinking rule': eight inches between the flight controls and computer!

The original plan was two hours of Condor Soaring followed by a one hour Soaring DVD with coffee and desserts, but everyone was having so much fun flying that they flew the full three hours! We adjourned across the street to Frank's Pizza for dinner, good red wine and Flight Fellowship. Ron was still on the ridge with our case of Chateau Neff du Pape!

TIME TO LAND, RON! SUNSET IS IN TWENTY MINUTES!!!



Freedom's Wings plans to meet for Cyber Soaring in January and February and fly multiple gliders in Condor Cyberspace "Shared Airspace" and possibly fly an FWI in-house contest via a LAN (Local Area [Wireless] Network Connection)!

Sincere Thanks to all who made this possible.

### Links

[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)

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

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

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

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

<http://ssa.org/sport/map/map.html>

[www.wunderground.com/us/nj/blairstown.html](http://www.wunderground.com/us/nj/blairstown.html)

[http://pilotportalusa.atspace.com/gliders\\_sailplanes\\_soaring.html](http://pilotportalusa.atspace.com/gliders_sailplanes_soaring.html)

[www.caffenellecucine.com/Home\\_Page.html](http://www.caffenellecucine.com/Home_Page.html)

<http://ableflight.org/>

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

[www.facebook.com/pages/Cloudstreet-Journal/140738725962510?v=wall](http://www.facebook.com/pages/Cloudstreet-Journal/140738725962510?v=wall)

<http://indianvalleyscuba.wordpress.com/2011/01/20/lauren-o-takes-on-the-manatees/>

[www.indianvalleyscuba.com/Why IVS page/Photo Gallery Page/2011\\_photogallery.html](http://www.indianvalleyscuba.com/Why IVS page/Photo Gallery Page/2011_photogallery.html)

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**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: \_\_\_\_\_



Sometimes the pictures say it all...



The Board of Trustees:

President: Richard Fucci

Vice President: Krzysztof (Kris) Lapinski

Treasurer: Cathy-Anne McLaughlin

Corresponding Secretary: Carl Slegel

Trustee: Bill Murphy

Trustee: Bruce Brown

Trustee: Joshua Wilder

Trustee: Bill Thar

Trustee: Joel Terefenko

Trustees emeriti:

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)