

Freedom's Tales



Volume 10, No. 3, December 2010

The staff is contemplating insurrection...

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

As I write this in early November the cool weather has settled in and our 2010 soaring season is winding down. The past year was a busy one for Freedom's Wings International (**FWI**). For the first time we held three soaring events away from our home field.

The first was in early June at the Philadelphia Glider Council (**PGC**) ... our fifth visit in as many years. We are indebted to Robert Lacovara, president, and all the members of **PGC** for their continued enthusiastic support of our event. Saturday dawned sunny and warm ... a perfect day for soaring. By late afternoon we had introduced 17 persons with disabilities to the joy of soaring flight. Rosie Critzer, who flew with us, remarked ... "It was one of the most memorable days for me. I felt like a bird flying free with no pain or worries. I think you have left me with a permanent smile on my face." On Sunday, however, the weather did not cooperate. After just one flight the airfield was closed due to extremely strong winds preceding an approaching storm front. We were as disappointed as the participants that the day's flights had to be canceled.

But out of disappointment emerged a joy. Kenn Perry was the recipient of the one Sunday flight ... and he is pictured later in the newsletter with a whole page to himself. Kenn's picture and Rosie's quote were used in our ad which ran in the November issue of Soaring magazine. Our hope is that this ad will promote soaring opportunities for persons with disabilities. Thank you Kenn and Rosie ... and thank you Wendy Wetherbee of Wetherbee Creative and Web who designed the ad.

In mid September we held our annual picnic at Blairstown Airport. This event is always a lot of fun with a chance to visit with our

extended **FWI** family. Rides were given in the afternoon followed by a delicious cookout. As the sun slipped behind the ridge folks gathered around the firelight and warmth of the chiminea and socialized well into the night.

Later in September we joined the Mid-Atlantic Soaring Association (**M-ASA**) at their facility in Frederick, MD. We flew eleven enthusiastic persons on Saturday but were rained out on Sunday. Thank you to Glenn Collins, president of **MASA**, and their members for making this event possible.

In mid October we traveled to Saratoga County Airport in Ballston Spa, NY, to hold our first event with the Adirondack Soaring Club (**ASC**). The weather was simply perfect for this one-day event ... sunny and breezy with the surrounding countryside at its peak fall colors. Fourteen persons joined us ... three of whom were veterans with disabilities. We thank Tom Mac Jarrett and his **ASC** colleagues for their great effort and enthusiasm in coordinating and carrying out this event.

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At the heart of **FWI** are its members and volunteers who were instrumental all year participating in work parties, transporting our gliders, giving rides, maintaining our tie down spots and countless other tasks and chores. **Thank you** to all who made our success possible this year.

As we look ahead to 2011 we plan to join our “old” friends at **PGC** in early June and our “new” friends at **ASC** in mid-October. In between we hope to organize an event for veterans with disabilities at our home base at Blairstown Airport. Also in early July **FWI** will host an FAA Wings Safety Seminar specifically for glider pilots on ridge and wave soaring.

FWI is looking for ... “a few good men and women” as volunteers. Anyone interested in becoming a member of our dynamic club should contact me at rfucci@earthlink.net.

Finally, all of us at Freedom’s Wings International wish you and all of those you hold dear a joyous holiday season!

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..from da editor:

We will resume quarterly publication in 2011 — time, resources, and material permitting.

Carl

Other FWI news:

Aside from giving flights to a record number of guests this season, we’ve been working to expand and refine the means by which FWI makes contact with individuals and organizations to whom we may be of interest. At the suggestion of Bruce Brown FWI has developed a presentation book to introduce strangers to our organization and its goals. Originally conceived as a hardcopy, it evolved into the following format burned to CD as the Do It Yourself presentation book: **cover photo**, “Freedom Tales” inserted above, web address inserted below; “Freedom’s Wings International” multi-print in spine pocket;
page 1 -- FWI intro (from website) on pictorial letterhead;
page 2 -- Annual Membership Application;
page 3-8 -- newsletter, Mar '10 --- contains PGC event poster, GoodSearch/GoodShop promo, memb. App;
page 9-14 -- newsletter, Dec '09 --- '09 review, lotsa pix;
page 15-20 -- newsletter, Oct '09 --- Bruce McGhie bio, member submissions;
page 21 – page 3 (pix) from July '09;
page 23 – additional membership app's.

An invitation from Helen Hayes Rehab prompted the incorporation of some videos to make personal presentations more engaging, and a slideshow of FWI photos was added. Then FWI was invited to again participate at the Dive In Festival, on the same date as our M-ASA event in Frederick, MD, and a migration to DVD and USB “thumb drive” media resulted; the slideshow was loaded into a digital picture frame so it could run independently. A 15” digital frame is currently displaying the FWI slideshow on a wall of the Runway Cafe at Blairstown.

The current version of the DVD:

Folder 01: The “Amazing Glider” video is an introduction to the sport of soaring; it is assumed that most of the audience may not know what soaring is about (many people confuse it with hang gliding). The video shows a young women progressing from her first flight as a passenger through her first solo.

Folder 02: Bruce McGhie’s “Soaring, Hands Only” video explains how a physically challenged individual can safely and successfully fly a glider, demonstrating the hand controls and a flight including basic aerobatics.

File 02 alternate is an abbreviated version of “Soaring, Hands Only”.

File 03: A download of the WLVT-TV Tempo segment that recorded part of the fly-in at PGC in 2008. It contains some excellent interviews of FWI members.

File 04: The only FWI homegrown video so far --- air to air at the Blairstown ridge.

Folder 05: 100+ photos from 2009 --- to be viewed as a slideshow. I suggest this be running during any Q&A time after the videos.

Folder 05b: 300+ photos of FWI activities 2007-2010 --- to be viewed as a slideshow.

(running prior to presentation & during Q&A --- also a great digital picture frame load)

File 06: a download from PGC’s website of the 2008 fly-in

If you’re REALLY serious, ask for a copy.



FWI @ Mid-Atlantic Soaring Ass'n, Frederick, MD, Sept. 2010:



...registration and recording



Where have we seen this gentleman before?



...rolling out to hook up

Photographs in Volume 10 by:

- | | |
|--------------------------------|------------|
| J. Beyer | B. Brown |
| I. Fucci | S. Hartman |
| A. & W. Jurgielewicz | |
| J. Klingenberg & T. MacJarrett | |
| P. Lewiarz | T. Mosca |
| A. & C. Meschieri | |
| C. Slegel | J. Vacca |

(all dates subject to the vagaries of weather)

Calendar

- December 4: PGC Annual Banquet @ Revivals, Perkasio, PA
- December 5: N293BG goes "into the box" @ Blairstown for the winter — a potluck & debrief @ YCS follows
- January 15, 2011: PGC Ground School Session 1 @ Calvary Church, Souderton, PA
- January 22, 2011: FWI General Membership meeting, election of officers, Board meeting @ Warren County Library ****
- January 27-29: SSA Convention, Society Hill Sheraton, Philadelphia, PA
- February 12: PGC Ground School Session 2 @ Calvary Church, Souderton, PA
- March 5: PGC Ground School Session 3 @ Calvary Church, Souderton, PA
- June (tba): FWI/PGC event @ Hilltown, PA
- July 9: FWI/FAA Wings Safety Seminar @ Warren County Library
- October 15, 16: FWI/ASC event @ Ballston Springs (Saratoga Cty Airport), NY

**** beginning at 10:30 A.M.**



FWI proactive:

The first Freedom's Wings/FAA WINGS SAFETY SEMINAR has been approved by the Allentown FSDO!

Saturday July 9, 2011, Conference Room at The Warren County Library (adjacent to the Blairstown [NJ] Airport [1N7], 4 Lambert Road, Blairstown, NJ 07825 telephone 908-362-8335)

0900-1000h Complementary Breakfast for Seminar Presenters at Blairstown Airport "Runway Cafe".

1000-1015h Presenters drive to the Warren County Library to prepare.

1000-1045h Volunteers will arrange chairs and wheelchair seating areas and presenter's table(s).

1000-1045h Volunteers will shuttle Fly-in Seminar attendees (who have made prior reservations) from 1N7 Airport to the Warren Co. Library

1100-1115h "Introduction to Freedom's Wings International"

1115-1145h "FAA WINGS Program" (including Glider Courses) by Mr. Bill Vanartsdalen ABE FSDO WINGS PROGRAM Manager

1145-1215h Pizza Lunch

1215-1300h "Ridge Soaring Safety" by Mr. Ron Schwartz

1300-1345h "Wave Soaring Safety" by Mr. John Mahony

1345-1430h "Wave Soaring Oxygen Safety" by Dr. Bill Thar

1430-1500h Volunteers transport those who flew in to 1N7 for the Seminar back to the Airport; other Volunteers will stack chairs, clean and secure the Conference Room.

The FAA will email the announcement of the Seminar to the necessary numbers demographically to ensure projected attendance)

Volunteers for the Lunch delivery, cookies, beverages etc., Conference Room setup, Airport-Library shuttle etc. please email Bruce at francis.brun@hotmail.com.

Lions and tigers and bears... Oh, my!

On his first visit to Blairstown for his first soaring lesson a new FWI member expressed some concern over the potential that dangerous or unsavory critters might be lurking in the old tires that protect/mark the Grob tie-downs. Now it's not outside the realm of possibility that some local opportunistic garter snake – more likely a spider or centipede – would find these tires a suitable shelter and might choose to homestead until disturbed or discouraged. A measure of caution might be advisable. I'd be more observant of whether or not the tires are retaining water, an incubator for mosquitos, or some hornets/wasps have built a nest under a wing.

There's always some element of risk when you venture beyond the suburbs. There's abundant wildlife in the area of the airport: deer are seen meandering around the runway, and I've seen a local bear mosey northward across the western end of the airport. Bird strikes – geese, crows, raptors – are a real concern. So far as I know none of the local fauna are dangerously aggressive, they're usually happy to avoid people. I would suggest alertness and respect for their home and habits.

People, on the other hand, pose a more immediate and real hazard. They can be careless, forgetful – particularly after a successful/tiring day of recreation (flying or otherwise) – and even malicious. So, don't be less than thorough on your preflight, OK?



Agnieszka, wearing an optional ground crew safety helmet

Freedom's Wings turns 30 !

FWI will be 30 years old in 2011.

How are we going to observe/celebrate this achievement?

Send stories, pictures, suggestions.

◀ the cast & crew @ ASC/Ballston Spa, NY

◀ (see next page)





FWI @ Adirondack Soaring Club, NY, Oct. 2010:



Links

www.bing.com/videos/watch/video/flying-and-making-a-difference/6vx08ir --- Mike Taibbi's NBC news report Oct 07

www.youtube.com/watch?v=u4Vo3LjMojA --- Blairstown ridge video shot in March by Sean

<http://hdg.smugmug.com/soaring/freedom-wings-2010> --- massive collection shot at ASC by Juergen & Tanya

www.youtube.com/watch?v=1g3vOTWNUbo --- Diana's flight at ASC event Oct 2010

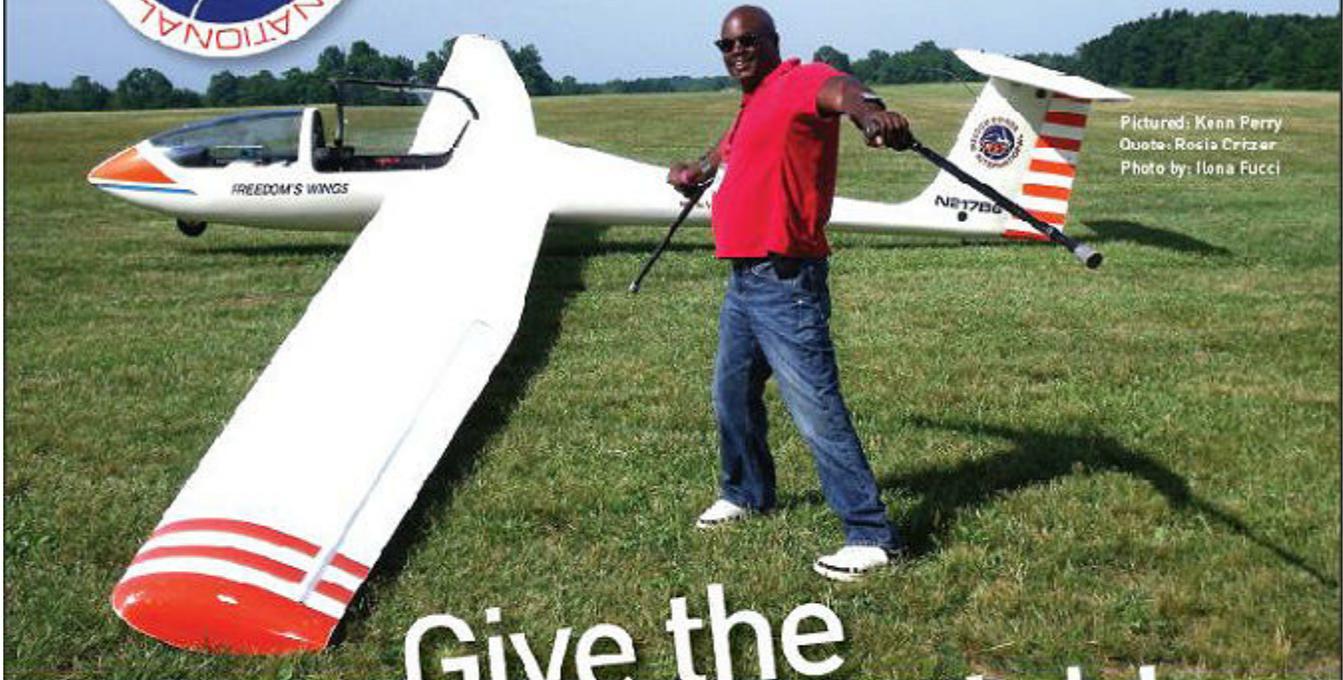
<http://gallery.me.com/jwilliambaxter#100427&bgcolor=black&view=grid> --- John posting FWI's Best of 09 collection

<http://s187.photobucket.com/albums/x194/Speedie907/Gliding/#!/cpZZ2QQtpPZZ20> --- Lauren's flights with FWI

www.wlvt.org/TEMPO/Videopages/tempo557.htm --- Allentown's Channel 39 coverage of PGC event 2008



“It was one of the most memorable days for me. I felt like a bird flying free with no pain or worries. I think you have left me with a permanent smile on my face.”



Pictured: Kenn Perry
Quote: Rocia Crizer
Photo by: Iona Fucci

Give the gift of flight.

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Freedom's Wings International (FWI) provides soaring opportunities for persons with disabilities.

We depend entirely upon the generosity of our members and the organizations and friends who support our activities.

Contributions of time, equipment (such as radios & GPSs) and cash sustain us.

Contact us to learn how you can help.

Freedom's Wings is a non-profit organization, recognized under Section 501(c)(3) of the Internal Revenue Code. Accordingly, any contribution you make to us is tax deductible.



(a new member, experienced pilot, after driving from VA...) On Wednesday, we met at the field. Denise, Ghillie, and I arrived early and had breakfast in the shade outside of the restaurant. The ladies running the place were very pleasant, and the food was good. We enjoyed the conversation while they were cooking.

We decided to eat outside under the trees, since it was such a nice day. The visibility was good and the skies were clear. There were no cumulus clouds, although I saw one vulture circling, and considered that a good sign. However, as we ate, we could see the haze building, and the mountains to the west were disappearing. Still, it was obvious that conditions would not deteriorate to less than VFR minimums.

There was a fellow puttering among the gliders at the far eastern end of the field, but we didn't know who he was. He returned to midfield and introduced himself, and of course it turned out to be Bruce [Brown], as we had suspected. So, we all drove to the glider and got started. It was obvious that Bruce had worked with handicapped people before, as he did not hover, and immediately involved me in the tasks associated with preparing the plane for flight. As we uncovered the plane, Bruce ran me through the preflight details.

Bob Cook came by, and he and Bruce conducted a lengthy session of ground instruction, focused primarily on safety. Afterwards, Bruce and I boarded the glider and hooked up to the Pawnee. We took off downwind from the grass in the direction of runway 25. Although the wind was favoring runway 7, Bob had explained that there are no emergency landing opportunities to the east, so unless the wind was strong we would use runway 25 regardless of wind direction. The climb out was uneventful and we released at 3000 feet AGL.

Although July is not known for lift, it seems that the dry conditions had set the stage for some good thermals. We immediately found lift, and Bruce took us to within 500 feet of the cloud bases, which were at 6500 feet MSL. We did some slow flight and stalls, and I started becoming familiar with the hand control. I was quite surprised at how mild and docile the stalls are in the Grob.

As we worked our way down to 3000 feet, I started looking for some lift, and quickly found it. Bruce let me fly the thermals, and we were soon back at 6000 feet. We flew for two full hours that first day, and with the abundant thermals we could have stayed up until sunset. Everywhere we went the vario was chirping!

My first plane 25 years ago was a tail dragger that I outfitted with a hand control. Unlike the Grob, my hand control was on the right side, and I have had to unlearn the control inputs. Anyway, despite some occasional unintentional cross control, I was able to fly the Grob fairly well. On our second flight on Thursday, Bruce offered to let me fly the tow after we reached a safe turn-around altitude. Because of my clumsiness with the hand control, I didn't feel ready, and declined. So, we proceeded to altitude before we began my lessons. This day the haze was thicker, and visibility wasn't much more than three miles. Also, the cloud bases were much lower. We elected to stay in the immediate vicinity of the airport. Because of the thick haze and broken sky cover, there wasn't nearly as much thermal activity. But the haze gradually became a bit thinner, and we decided to try the ridge. As the wind aloft was blowing from the south, Bruce expected any thermals to be collected at the ridge, and he was right. For the next hour, we flew back and forth along the ridge, not exactly ridge soaring, but finding thermal lift to be most abundant there. On this flight Bruce pointed out many of the local ground references, and I learned enough to find my way around the area. I concentrated on coordinating control inputs and learning the feel of the airplane, but most of all, the flight was fun.

As I could only stay the two days, this was to be my last glider flight for awhile. Bruce welcomed me into the FWI Flight Training Program, and presented me with a sailplane logbook and an FWI cap. My logbook has three hours of dual received, and I'm looking forward to adding more. Until I can return to FWI, I'll fly the Condor simulator and concentrate on training my left hand to behave.

I'm looking forward to another trip up north to fly with all of you at FWI. I hope to meet more people in the club. In the meantime, I thank all of you for the privilege of taking part in your organization, and for being allowed to fly your airplane.



...Tom Mosca

The Board of Trustees:

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