



NEWSLETTER

FEBRUARY 2024

UPCOMING EVENTS

MONTHLY MEETING MARCH 16, 2024 BROOKHAVEN AIRPORT

PRESIDENTS MESSAGE- Andrew Apicos

Dear Members,
 All of the votes are in and the LISA Board election results have been tallied. President-Andrew Apicos; Vice President-Joseph Grossmann; Treasurer-Stephen Cluff; Secretary-Katelyn Erthal; Maintenance Officer-Ryan Jacobellis; Chief Pilot-Brian Robey; Operations Officer-John Bresnik; and Director at Large-Mike Rudolph. I'd like to thank the outgoing Vice President John Hoge for his efforts the last two years. Joe is handing off the Secretary position to Katelyn and taking over the position of Vice President. Stephen Cluff is trading in his skills of reading the weather and organizing our operations, (a task akin to herding cats), for a few sharpened #2 pencils and a calculator as he prepares for taking on the responsibility of Treasurer from Mike Rudolf. Mike is moving on to Director at Large taking it over from Gerry. Gerry's efforts these past two years, especially his work regarding safety and preparing the sketches of the possible 2-33B paint scheme were invaluable in helping us choose. Lastly, many thanks to Ryan for keeping us flying, Brian for his two cents and sometimes three and to Mike Hanson for a whole lot of everything.

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CLUB OFFICERS

<i>President</i>	<i>Andrew Apicos</i>
<i>Vice President</i>	<i>Joe Grossmann</i>
<i>Chief Pilot</i>	<i>Brian Robey</i>
<i>Operations</i>	<i>John Bresnik</i>
<i>Maintenance</i>	<i>Ryan Jacobellis</i>
<i>Secretary</i>	<i>Katelyn Erthal</i>
<i>Treasurer</i>	<i>Stephen Cluff</i>
<i>Director at Large</i>	<i>Mike Rudolph</i>
<i>Newsletter/Editor</i>	<i>Stephen Cluff</i>

Contact Information

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OPERATIONS - John Bresnik

We accumulated a total of **21** glider flights in January as detailed below in **Table 1**.

Longest Glider Flight in January: 30 Minutes by Andrew Apicos and Jacob Abramovich on **1/15/2024**.

TABLE 1 - GLIDER OPERATIONS

Date	Total	Instruction	Student Solo	Intro Flights	Other	Notes
1/12/24	9	6	3	0	0	Tow Pilot: Steve Instructors: Shawn/Brian Field Manager: Joe
1/15/24	12	8	2	2	0	Tow Pilot: Brez Instructors: Andrew/Shawn Field Manager: Joe

The Club 172 (N5361K) flew **15.4** hours and the Pawnee tow plane (N7372Z) accumulated **4.3** hours in January.

Operation Notes:

- Pending weather and adequate support, we will continue to support glider operations during the week. If you are interested in participating and are available to support these weekly operations, please contact me directly at **(347)-579-9807**.
- A number of members have been testing a new scheduling system for operations. I intend to keep the same first come, first serve format we have now but a scheduling system will help to facilitate planning, accommodate guests better, and allow for a text message broadcast of a last minute cancellation of ops. Look for an upcoming email that explains more.
- We need ground support for operations. I'd like to encourage anyone to come out even if they aren't interested in flying - your support is needed. Lastly, with the Super Cub back, I plan on expanding our tow pilot base. I am a tailwheel instructor and willing to train anyone who can commit to becoming a future tow pilot. Reach out to me directly for more information.

MAINTENANCE - Ryan Jacobellis

TABLE 2 - AIRCRAFT STATUS

Aircraft	Status	Notes	Annual Due
N2055T (SGS 2-33A)	Grounded	Glider repairs in progress	New Annual Pending Repair
N17956 (SGS 2-33B)	Active	No significant issues	August 2024
N65918 (SGS 2-33A)	Active	No significant Issues	May 2024
N17917 (SGS 1-26E)	Active	No significant Issues	May 2024
N7365 (SGS 1-34)	Active	No significant issues	June 2024
N7372Z (PA-25-235)	Active	No significant issues	May 2024
N4016Z (PA-18-150)	Grounded	All repairs nearly complete	New Annual Pending Repair
N5361K (Cessna 172)	Active	No significant Issues	September 2024

SAFETY AND EDUCATION

Andrew Apicos - Situational Awareness

A quick reminder to members to be cognizant of the possibility of icing/frost on the Cessna, as well as the possibility of ice in the fuselage and wings of the gliders. A thorough preflight should uncover any ice that is present. The wings may be checked by holding them level and letting go. They should hover for a fraction of a second then drop to one side or the other. If the wing drops like a stone to one side, then there's ice. Furthermore, this could be double checked by holding the wing with the suspected ice slightly higher than the other wing, if the wing drops when released, that's an indication of the possibility of ice. This situation occurred last winter and was very instructive to all members who were present that cold morning, and is a lesson worth repeating. Needless to say, the operation that day was canceled. Remember that the fuselage of the gliders can be checked by tapping the underside - if it sounds and flexes like a drum, all is good. If you're still suspicious, you can look inside through the access ports. If in doubt, ask an instructor.



Three Types of Aircraft Icing

Clear Icing	Rime Icing	Mixed Icing
<ul style="list-style-type: none">Between 2 °C to -10° CAppears lumpy and translucent or clear and smoothResults from supercooled liquid water droplets striking the surface but not freezing immediately upon contactTends to form horns or other complex shapes which can significantly disrupt the airflow	<ul style="list-style-type: none">Between -10° C to -15° CAppears rough, milky, and opaqueFormed by the instantaneous freezing of supercooled droplets as they strike the aircraftTends to form conformal or wedge-shaped accretions	<ul style="list-style-type: none">Between -15° C and -20 ° CCombination of clear ice and rime iceForms rapidly when ice particles become embedded in clear iceBuilds a very rough accumulation

Photos Courtesy NASA GRC
Aircraft Icing Awareness Week
www.aviationweather.gov/icing

Next, I'd like to focus on the importance of situational awareness. Situational awareness begins with preparing to know what to expect. Take the above example regarding ice - what was the weather doing leading up to that operation? Was there snow, followed by a slight thaw and then freezing temperatures that lasted several days? Were there conditions on the field that would have been conducive to the formation of ice anywhere in the glider? Situational awareness also applies when towing the glider from the tie down to the flight line. The driver is constantly looking at all three mirrors in order to see and know what's going on with the ground crew moving the glider. Is the wind pushing the glider, is there power traffic behind? Did anyone trip and fall? Drop a radio or cell phone? The ground crew is also looking for hazards - is the glider directly behind the truck or is the angle between the two too large and is thus putting undue strain on the release mechanism? Is one wing too low and in danger of hitting a light? Is there any hazard that the tailwheel may get stuck? When driving an operations vehicle, is the light on and your speed 20-25 mph? While on the flight line, the field manager shouldn't be the only person that is situationally aware. Everyone that is present and thus part of the ground crew needs to be situationally aware and to help keep an eye and ear on what's going on. In short, situational awareness applies to all facets of our operation. See you on the flight line.

FAMOUS GLIDER PILOTS

Henry John Deutschendorf Jr. (December 31, 1943 - October 12, 1997), otherwise known as John Denver, was an American country music singer, songwriter and pilot with certifications in glider, instrument, single engine and multi-engine land and sea aircraft. Denver also had a type rating for his Learjet. Denver is famous for several bestselling musical hits in the early 1970s, including "Take Me Home", "Country Roads", "Rocky Mountain High", and "Thank God I'm a Country Boy". On October 12, 1997 Denver died in a controversial plane crash in Monterey Bay, California while piloting his recently purchased experimental Rutan Long EZ airplane.



Glider Exam Questions

1. Which statement is true regarding the effect of fronts on soaring conditions?
 - a. A slow moving front provides the greatest lift.
 - b. Excellent soaring conditions usually exist in the cold air ahead of a warm front.
 - c. Frequently, the air behind a cold front provides excellent soaring for several days.
2. Select the true statement concerning thermals.
 - a. Strong thermals have proportionally increased sink in the air between them.
 - b. Thermals will not develop unless the Sun's rays strike at the Earth at a vertical angle.
 - c. A thermal invariably remains directly above the surface area from which it developed.
3. One of the best indications of a thermal is a
 - a. Smooth cumulus cloud with a concave base.
 - b. Broken to overcast sky with with cumulus clouds.
 - c. Fragmented cumulus cloud with concave base.
4. Under what conditions can enough lift be found for soaring under stable weather conditions?
 - a. Over steep escarpments or cliffs.
 - b. In mountain waves that form on the upwind side of the mountain.
 - c. On the upwind side of hills, or ridges with moderate winds present.

Answers: (1). c (2). c (3). a (4). c

MEMBERSHIP

David Restrepo was voted in as a new member, and Anguo Chen and Demir Fox attended their first meeting on **January 20, 2024**.

GOOD AND WELFARE

Congratulations to member James Erthal who completed his first glider solo on **February 25, 2024** in N17956. James, a certificated airplane private pilot, is pictured between his endorsing instructor Shawn Simms on the left and tow pilot Stephen Cluff on the right.

