



# NEWSLETTER

JUNE 2023

## UPCOMING EVENTS

MONTHLY MEETING

AUGUST 19, 2023

BROOKHAVEN AIRPORT

### **PRESIDENTS MESSAGE**- Andrew Apicos

Dear Members,

Summer brings special challenges that we need to be mindful of when conducting our operations. Hot, humid weather increases water loss which can lead to dehydration. Therefore, it is important to stay hydrated, as thirst is not a reliable early indicator and quite often, indicates that you are already dehydrated. Other dehydration symptoms include fatigue, and concentrated or infrequent urination. Thunderstorms and squall lines are another hazard. Pilots should be aware that wind shear turbulence is possible when flying within 20 miles of a thunderstorm. When on the field, check all weather sources and look for towering cumulus clouds which may indicate the formation of a thunderstorm. The picture below, taken just north of KHWV on June 28th shows a towering cumulus cloud approximately 30 miles from the west. The second radar image shows the storm intensity.



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### CLUB OFFICERS

<i>President</i>	<i>Andrew Apicos</i>
<i>Vice President</i>	<i>John Hoge</i>
<i>Chief Pilot</i>	<i>Brian Robey</i>
<i>Operations</i>	<i>Stephen Cluff</i>
<i>Maintenance</i>	<i>Ryan Jacobellis</i>
<i>Secretary</i>	<i>Joe Grossman</i>
<i>Treasurer</i>	<i>Mike Rudolph</i>
<i>Director at Large</i>	<i>Gerry Issacson</i>
<i>Newsletter/Editor</i>	<i>Stephen Cluff</i>

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

## OPERATIONS - Stephen Cluff

We accumulated a total of **78** glider flights in June as detailed below in **Table 1**.

**Longest Glider Flights in June: Joe Grossman had two 1 hr 20 minute flights on June 10th & 18th!**

**TABLE 1 - GLIDER OPERATIONS**

Date	Total	Instruction	Student Solo	Intro Flights	Other	Notes
6/4/23	10	4	2	2	2	Tow Pilots: Charlie/Pierre Instructor: Andrew Field Manager: Joe
6/10/23	17	9	3	4	1	Tow Pilots: Don/Brez Instructors: Steve/Andrew Field Manager: Joe
6/11/23	10	3	2	0	5	Tow Pilots: Pierre/Charlie Instructors: Shawn/Brian Field Managers: Joe/Mike H.
6/16/23	9	8	1	0	0	Tow Pilots: Brez/Pierre Instructor: Shawn Field Manager: Craig/Joe
6/18/23	8	5	2	0	1	Tow Pilots: Pierre/Brez Instructor: Shawn Field Manager: Craig
6/19/23	9	9	0	0	0	Tow Pilots: Brez Instructor: Andrew Field Manager: Joe
6/25/23	6	3	1	2	0	Tow Pilot: Pierre Instructor: Shawn Field Manager: Mike H.
6/30/23	9	6	3	0	0	Tow Pilots: Brez/Pierre Instructor: Andrew Field Manager: Joe

The Club 172 (N5361K) flew **4.3** hours and the Pawnee tow plane (N7372Z) accumulated **18.1** hours in June.

### Operation Notes:

Francis S. Gabreski (KFOK) airport managers and Suffolk County tentatively approved glider operations beginning in September. We are planning to aerotow gliders to and from Gabreski to conduct limited operations initially to assess the logistics and feasibility of future operations there, especially when Brookhaven Runway 6-24 temporarily closes due to construction this fall.

Brookhaven airport has once again asked that we limit vehicles out on the field while we are operating gliders. Please contact the field manager or instructors to receive pick up. Only vehicles directly supporting operations with a yellow light are permitted to be on the field.

## MAINTENANCE - Ryan Jacobellis

**TABLE 2 - AIRCRAFT STATUS**

Aircraft	Status	Notes	Annual Due
N2055T (SGS 2-33A)	Grounded	Glider maintenance and repairs in progress. Wing parts have been located.	New Annual Pending Repair
N17956 (SGS 2-33A)	Grounded	Work is completed. Awaiting new FAA Airworthiness Certificate and delivery August.	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	Active	June 2023
N7372Z (PA-25-235)	Active	No significant Issues	May 2024
N4016Z (PA-18-150)	Grounded	Engine is complete with delivery in July.	New Annual Pending Repair
N5361K (Cessna 172)	Active	No significant Issues	September 2023

### Maintenance Notes:

The club Cessna 172 will be going into annual in August.

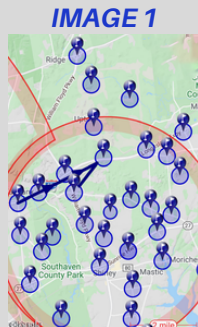
## SAFETY AND EDUCATION

### Glider Flight Recording Applications Review - Andrew Apicos

Last month, I wrote about some of the benefits of using the WeGlide app. As of June, there have been 14 flights in excess of 30 minutes. How great would it have been to be able to see all of those flights on WeGlide! In order to upload your flights, you can use flight recording software applications such as Gaggle, XCSoar, and Flyskyhy. These applications are capable of doing much more than simply recording your flight and in this article, I discuss some of the features available while testing the Flyskyhy application on my phone during a glider flight on July 1st at Brookhaven Airport.

For this flight, I set up what is referred to as a declared task, or the route of flight using waypoints. Typically, a declared glider task is on the order of 50 km to 1000 km. For my flight, I used a much smaller declared task of approximately 2 KM which also demonstrates that these flight recording applications can be used for short duration flights at Brookhaven to acquire the necessary skills and proficiency in preparation for more complicated declared tasks or longer cross country flights.

From a set of two dozen available waypoints in the vicinity of KHWV, I selected five waypoints by dragging my index finger from one waypoint to the next in the order in which I would fly the route in this declared task as depicted in **Image 1**. With winds out of the Southwest, I planned for a release at 3000 ft above LIE Exit 67.



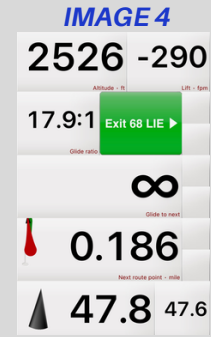
**Image 2** depicts the homescreen screenshot during tow, which displays a 769 fpm climb at 1467 ft altitude with a ground speed of 69.6 mph. Upon release, I flew East along the LIE, intersecting each of the 5 waypoints as shown. The fifth and final waypoint was just above the 7-11 on William Floyd Parkway.



The homescreen depicted in **Image 3** displays my altitude at 2569 ft, that I'm in -242 fpm sink, and that I have completed intersecting two waypoints, which are no longer shaded blue. Flyskyhy also allows you to select the size and position of each object you place on each screen.



**Image 4** depicts a second Flyskyhy screen which displays my next waypoint, (LIE exit 68), within the green box. This screen shows that I am at 2526 ft, in -290 fpm sink, 0.186 miles away with a current glide ratio of 17.9 to 1. Curiously, it shows the needed glide ratio to reach my next waypoint to be infinite - how is this possible?



Looking at **Image 5**, you'll notice that the green box displays LIE MI...8/69, which is short for midway on the LIE between exits 68 and 69. Now it shows that my needed glide ratio to the next waypoint is 1.9 to 1. At my current glide ratio of 14.9 to 1, the next waypoint 0.822 miles is easily achievable.



**Image 6** displays all waypoints that have been intersected at an altitude of 1407 ft, with -189 fpm sink, and heading southwest toward the Runway 24 IP. The extended light blue line from my current position indicates the maximum glide distance before I would hit the ground.



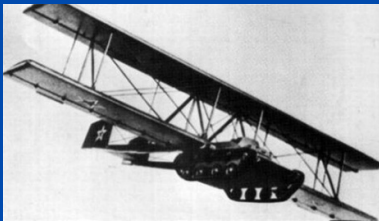
Despite the short duration of this declared task using Flyskyhy in this example, I was able to preliminarily conclude the following:

- Good cockpit management is essential if you intend to use your phone as a navigational aid. I used a kneeboard, but I am looking into a suction cup style mount for better visibility.
- Naming waypoints should be succinct and clear.
- In the description for **Image 4**, I noted the display of an infinite glide ratio. When a waypoint is created, you have the opportunity to input an altitude. I had selected 3000 feet for the LIE Exit 68 waypoint, which is a common release point. After the fact, I realized that the altitude for the LIE Exit 68 waypoint should have been set to zero for this particular task. However, display of an infinite glide ratio can alert you to the fact you may be heading out too far, or that you will need a thermal to get to the next displayed waypoint.
- The final waypoint could be the expected Insertion Point (IP), with an altitude input included such as 1100 ft. If this is done, then the needed glide ratio to reach the IP will always be available on the screen. On days of lift, you can venture off all the while knowing the needed glide ratio to return.
- Flyskyhy application will accurately display all parameters regardless of flight into a headwind, tailwind or crosswind.

I will continue to test Flyskyhy and report my findings as there is more to unwrap from this application, which can be used by students, certified pilots, and instructors for flight planning and to push the boundaries of flights at any level.

## GLIDER HISTORY

Oleg Konstantinovich Antonov (7 February 1906 - 4 April 1984) was a Russian aerospace engineer who began his career as a teenager, designing more than 40 different types of gliders and 22 airplanes. In 1931, he was the chief designer at the Moscow Glider Factory, where he produced more than 8,000 gliders per year for Soviet pilots, who had to begin their flight training in gliders. Among many notable awards and accomplishments, Oleg famously designed the Antonov A-40, a glider with a T-60 tank and crew inside, strapped to the underside of a TB-3 Bomber, then released for flight. Once the glider successfully landed, the tank crew would remove the wings, then drive away.



## Glider Exam Questions

1. One reason a student tends to round out high during landing is?
  - a. Changing focus rapidly.
  - b. Focusing on references too far ahead.
  - c. Focusing on references that are too close or looking directly down.
2. What could be a result of a student focusing too far ahead during a landing approach?
  - a. Reactions will be too abrupt or too late.
  - b. Rounding out too high and developing an excessive sink rate.
  - c. Difficulty in judging the closeness of the ground resulting in a nose first touchdown.
3. What normally results from excessive airspeed on final approach?
  - a. Bouncing
  - b. Floating
  - c. Ballooning
4. What normally results from misjudging the rate of sink during a landing?
  - a. Floating.
  - b. Ballooning
  - c. Poor directional control
5. What procedure should be used to correct for slight ballooning during landing?
  - a. Decrease power.
  - b. Decrease angle of attack.
  - c. Hold a constant landing attitude.

Answers: (1) C (2) C (3) B (4) B (5) C

## MEMBERSHIP

Dana Delvalle and Matt Allen attended their first meeting and Alex Milanovic attended his second meeting on **June 17, 2023**.

The bond enrollment period will end **July 31, 2023**. For those still interested in purchasing a share of the bond, please send an email to [info@longislandsoaring.com](mailto:info@longislandsoaring.com), with attention to Treasurer Mike Rudolph and include your name and the bond amount you intend to purchase, in thousand dollar increments. Following the end of the enrollment period, please forward payment to LISA by check.

## GOOD AND WELFARE

Andrew, Gerry and Craig are planning a trip to K&L in August to pick up N17956. While they are up there, they will be also visiting the factory and Harris Hills soaring museum. If any member would like to accompany the ground crew as a separate road trip, please contact Andrew at (516)-203-6659.