



# NEWSLETTER

# NOVEMBER 2022

## UPCOMING EVENTS

|                     |                   |           |
|---------------------|-------------------|-----------|
| GLIDER GROUND CLASS | DECEMBER 14, 2022 | ZOOM      |
| BOARD MEETING       | DECEMBER 15, 2022 | ZOOM      |
| MONTHLY MEETING     | DECEMBER 17, 2022 | CLUBHOUSE |

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

Dear Members,

The holiday party is scheduled and booked at Shandon Court, 115 E Main St, East Islip, NY 11730-2601 on Saturday, January 28th 7 PM. The cost is \$36 per person. We have a 35 person minimum, so feel free to bring a friend who maybe interested in joining the club, in addition to significant others. Please email Mike Rudolph ([hawkerpilot75@hotmail.com](mailto:hawkerpilot75@hotmail.com)), Joe Grossman ([grossmannassoc@att.net](mailto:grossmannassoc@att.net)) and copy myself ([aapicos767@gmail.com](mailto:aapicos767@gmail.com)) if you are planning to attend and are bringing a guest. Big thanks to Joe Grossman for setting up the event.

As we begin to wrap up the year, I want to wish everyone a safe and happy holiday season through December!



### IN THIS ISSUE

**PRESIDENTS MESSAGE**

**OPERATIONS**

**MAINTENANCE**

**SAFETY AND EDUCATION**

### CLUB OFFICERS

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

### Contact Information

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

## OPERATIONS - Stephen Cluff

Thanks to support from instructors, tow pilots and ground personnel, we accumulated a total of **26** glider flights in November as detailed below in **Table 1**.

**TABLE 1 - GLIDER OPERATIONS**

| Date     | Total | Instruction | Student Solo | Intro Flights | Other | Notes                                                                      |
|----------|-------|-------------|--------------|---------------|-------|----------------------------------------------------------------------------|
| 11/2/22  | 6     | 1           | 3            | 0             | 2     | Tow Pilot: Steve<br>Instructor: Aiden<br>Field Manager: Craig              |
| 11/5/22  | 13    | 4           | 8            | 0             | 1     | Tow Pilot: Steve<br>Instructors: Andrew A./Shawn<br>Field Manager: Ryan J. |
| 11/15/22 | 7     | 3           | 3            | 0             | 1     | Tow Pilot: Don<br>Instructors: Andrew A./Shawn<br>Field Manager: Mike H.   |

We will be making a last push for glider operations before the end of the year. We do fly through the winter and have had many flights longer than an hour; however, freezing temperatures, ice, and snow may limit the number of operations. The Pawnee will also be going into annual maintenance late February. We will continue to schedule and conduct glider operations during the week, pending weather and adequate support including the December holiday break for the high school students and teachers (like Andrew) who are off. I would recommend that if you are a student, try to fly as much as you can in December and through the winter to retain your newly acquired fundamental flying skills and proficiency before the spring. I have notified the Designated Flight Examiner that we expect to recommend several students for glider certificate exams beginning in March.

If you are interested in participating and are available to support weekly operations, please contact me directly at **(631)-514-9798**.

## MAINTENANCE - Ryan Jacobellis

**TABLE 2 - AIRCRAFT STATUS**

| Aircraft            | Status   | Notes                                                                       | Annual Due                   |
|---------------------|----------|-----------------------------------------------------------------------------|------------------------------|
| N2055T (SGS 2-33A)  | Grounded | Glider maintenance and repairs in progress.                                 | New Annual<br>Pending Repair |
| N17956 (SGS 2-33A)  | Grounded | Glider at Schweizer for upgrade to 2-33B - waiting on new wing from Canada. | New Annual<br>Pending Repair |
| N65918 (SGS 2-33A)  | Active   | No significant issues                                                       | May 2023                     |
| N17956 (SGS 1-26E)  | Active   | Wheel Repair                                                                | March 2023                   |
| N7365 (SGS 1-34)    | Grounded | Canopy Repair                                                               | June 2023                    |
| N7372Z (PA-25-235)  | Active   | No significant issues                                                       | March 2023                   |
| N4016Z (PA-18-150)  | Grounded | Engine still with Penn Yan.                                                 | New Annual<br>Pending Repair |
| N5361K (Cessna 172) | Active   | No significant Issues                                                       | September 2023               |

## **Maintenance Notes**

Colder, winter temperatures require extra precaution for safe operation and protection of aircraft systems.

- Cooler temperatures lead to lower tire pressures. Please make sure aircraft tires are properly inflated to the correct pressure in accordance with the operating manual, using the compressor and/or portable air located in the Pawnee hanger.
- Aircraft oil pre-heating procedures. Please plug in the Skyhawk and Pawnee after use. Shawn Simms periodically reviews *Book Our Plane* for scheduled use and will remotely turn the oil heater on and off before any scheduled flight. If you decide to fly either the Pawnee or Cessna with less than 24 hour booking notice, please text Shawn at (516) 607-6593 so he can turn on the pre-heater. Pre-heating the oil before starting an aircraft engine below 40 F is critical.
- We are currently using multi-weight 15W 50 in the Cessna and Pawnee.
- Tow pilots and Cessna Pilots: Please text me at **(631)-871-2684** when either plane is within 8 hrs of requiring an oil change and/or for any aircraft maintenance issues.

## **SAFETY AND EDUCATION**

### **Low Energy Landings - Andrew Apicos**

A planned operation makes a safe operation, which begins with a complete and thorough pre-flight inspection for each aircraft in use and ends when each glider is properly secured and tied down using checklists throughout each phase of operation. In between, many things can happen. This month, I want to cover low energy glider landings, which occur initially when a pilot is low and slow in the pattern. The amount of altitude (*potential energy*) and speed (*kinetic energy*) you have when turning base from downwind is directly related to the margin of safety you have allowed yourself. The lower and slower you are, the fewer options you have if you encounter unexpected sink or other factors such as strong winds while in the pattern. A low airspeed on the turn from base to final can easily turn into a stall-spin. Since the downwind leg runs parallel to the grass strip, you always have the opportunity to modify the pattern and turn base and final into the field earlier if you find yourself too low.

All of our gliders should be flown final in a directionally controlled, stabilized approach using pitch to establish a minimum indicated airspeed of 50 mph, with dive brakes set as necessary while touching down on the front wheel only. In order to establish the proper pitch and glide angle to the runway, select a conservative aiming point on the ground ahead of the touchdown point and set the dive brake and/or perform a forward slip to adjust the altitude above or below the aiming point. In strong winds, add 1/2 the gust factor to your air speed. For example, for reported winds 10 mph gusting to 18 mph, add 4 mph  $[(18-10)/2]$  to your airspeed.

## Glider Ground Course

We will continue the glider ground course through December to March. All courses are recorded and available on the LISA Website members section.

| Date     | Course                                | References                        |
|----------|---------------------------------------|-----------------------------------|
| 12/14/22 | Aerodynamics of Flight                | Glider Flying Handbook Chapter 3  |
| 12/28/22 | Aircraft Systems & Flight Instruments | Glider Flying Handbook Chapter 4  |
| 1/11/23  | Weather I                             | Glider Flying Handbook Chapter 9  |
| 1/25/23  | Weather II                            | Glider Flying Handbook Chapter 9  |
| 2/8/23   | Aircraft Performance                  | Glider Flying Handbook Chapter 5  |
| 2/22/23  | Enroute Flight Navigation             | Glider Flying Handbook Chapter 11 |
| 3/1/23   | Human Factors                         | Glider Flying Handbook Chapter 13 |
| 3/8/23   | Review Session & Misc Topic           | TBD                               |
| 3/15/23  | Review Session & Misc Topic           | TBD                               |

### Glider Exam Questions

- Density altitude increases with?
  - Increase in temperature only.
  - Increases in pressure, temperature, and moisture content of the air.
  - Increases in temperature and moisture content of the air.
- What type of weather is associated with an advancing warm front that has moist, unstable air?
  - Poor visibility and smooth air.
  - Cumuliform clouds, smooth air, steady precipitation.
  - Cumuliform clouds, turbulent air, showery-type precipitation.
- The stalling speed of an aircraft will be the highest when the aircraft is loaded with a?
  - High gross weight and aft CG
  - Low gross weight and forward CG
  - High gross weight and forward CG
- An aircraft is loaded with the CG aft of the aft limit. What effect will this have on controllability?
  - Stall and spin recovery may be difficult or impossible.
  - A stall will occur at a lower airspeed, but recovery will be easier because of reduced wing loading.
  - A stall will occur at a higher indicated airspeed due to the greater downloading on the elevator.
- What should be the indication on the magnetic compass as you roll into a standard rate turn to the right from a south heading in the Northern Hemisphere?
  - The compass will initially indicate a turn to the left.
  - The compass will indicate a turn to the right, but at a faster rate than is usually occurring.
  - The compass will remain on south for a short time, then gradually catch up to the magnetic heading of the airplane.

Answers: 1. (c) 2. (c) 3. (c) 4. (a) 5.(b)



### Famous Glider Pilots

On July 22, 1983, Captain Bob Pearson and First Officer Maurice Quintal were flying a Boeing 767, Air Canada Flight 143, when they lost both engines and the electronic flight instrument system at 35,000 feet. Captain Pearson, an experienced glider pilot, pitched for what he believed was the best optimum glide speed of 220 knots to divert to nearby Winnipeg Airport. Based on aircraft controller position reports and a backup altimeter, they were able to calculate a 12:1 glide ratio, but not enough distance to divert to Winnipeg Airport. Instead, they determined that they could reach a decommissioned Royal Canadian Air Force airfield in Gimli, Manitoba, where First Officer Quintal had been stationed while serving in the RCAF, but was being used that day for car racing. After flying a 17-minute powerless glide and upon approaching Gimli airfield, Captain Pearson was too high and fast to land. Therefore, Pearson performed a forward slip for maximum drag to quickly reduce airspeed and altitude - a maneuver used only in gliders and small aircraft. Upon contact with the ground, Pearson braked hard, blew out two tires, and the nose wheel landing gear collapsed, which fortunately produced enough friction in the skid down the runway to slow the aircraft. The aircraft hit and bounced onto a guard rail that had recently been installed around the runway for the car racing and which protected a large crowd of people who had gathered around the runway that day. All 69 crew and passengers aboard flight 143 and people attending the race survived.