



NEWSLETTER

SEPTEMBER 2023

UPCOMING EVENTS

MONTHLY MEETING

OCTOBER 21, 2023

BROOKHAVEN AIRPORT

PRESIDENTS MESSAGE- Andrew Apicos

Dear Members,

During the past couple of weeks that we've been grounded, I've had time like many of you to catch up on a few jobs around the house. While working on one of my projects, the hit song *You Can't Always Get What You Want* by The Rolling Stones cycled through my playlist. The lyric from the chorus verse, "But if you try sometimes, well, you might find, you get what you need." It seemed to me that sentiment pretty much exemplifies our current situation. The Pawnee engine installation is complete and our new 2-33B is flying. Please take the time to familiarize yourself with the 2-33B POH, or Sailplane Flight Manual (SFM), emailed to every member. The SFM must be carried in the glider at all times.

The election committee will be working in the next month or two to assemble a slate of candidates. Club elections will be held in January at our annual party.

Thanks to the members who contributed to the bond - a total of \$61,000 in bond certificates will be issued and mailed to them with interest paid annually.

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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>

Contact Information

**Brookhaven Airport (KHWV)
222 Grand Avenue
Shirley, NY 11967
(631) 578 8596**

www.longislandsoaring.com

OPERATIONS - Stephen Cluff

No glider operations in September, due to the Pawnee engine replacement.

The Club 172 (N5361K) flew **32.1** hours in September.

Operation Notes:

- Runway 6-24 is now open.
- Weekend and weekly glider operations are commencing again in October.

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	Engine re-installation in progress	New Annual Pending Repair
N5361K (Cessna 172)	Active	No significant Issues	September 2024

SAFETY AND EDUCATION

FAMOUS GLIDER PILOTS

Christopher D'Olier Reeve (September 25, 1952 - October 10, 2004) was an American actor, director, author, activist, and accomplished commercial, instrument and multi-engine rated pilot who performed most of the flying in *The Aviator*. Reeve is best known for playing Superman in a series of films beginning in 1978. Reeve later became a glider pilot while filming *Superman*, and as a result, he was able to realistically hold his body aerodynamically in the harness, thus enhancing the special effect of flying through the air. Reeve tragically died early due to health complications from being paralyzed in an equestrian accident in 1995.



Glider Exam Questions

1. Aeronautical decision making (ADM) can be defined as a
 - a. Mental process of analyzing all available information in a particular situation, making a timely decision on what action to take, and when to take action.
 - b. Decision making process which relies on good judgement to reduce risks associated with each flight.
 - c. Systematic approach to the mental process used by pilots to consistently determine the best course of action in response to a given set of circumstances.
2. The aeronautical decision making (ADM) process identifies several steps involved in good decision making. One of these steps is
 - a. Making a rational evaluation of the required actions.
 - b. Identifying personal attitudes hazardous to safe flight.
 - c. Developing a 'can do' attitude.
3. Hazardous attitudes occur to every pilot to some degree at some time. What are some of the hazardous attitudes?
 - a. Antiauthority, impulsivity, macho, resignation, and lack of a decision making process.
 - b. Poor situational awareness, snap judgements, and lack of a decision making process.
 - c. Poor risk management and lack of stress management.

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

Gliders are occasionally disassembled for trailering or storage then assembled for flight. The assembly of a glider to include the installation of glider wings and tail surfaces, is classified as an operations functions, not preventative maintenance. Key assembly techniques below, as referenced from the *Glider Flying Handbook Chapter 6 Preflight and Ground Operations*, is required knowledge for each glider certificate.

Selecting a Suitable Area and Crew for Assembly

- Select level ground and sufficient room to assemble the glider, maneuver components, and transport the aircraft to the flight line.
- Find a location that shields the project and components from the elements, especially wind.
- Brief the assembly crew on what is expected.
- Ensure necessary tools, wing tape, lubricants, wing stands, and fuselage dollies are available and in place.



The N17956 2-33B assembly crew, from left to right: Craig, Tate, Wayne, Stephen, Jim, Joe, Inta, John, Gabe, Ryan, Alex, Jacob, Andrew, Ryan and Gerry.

Checklists

- Use checklists from the approved Glider Flight Manual/Pilot Operating Handbook for assembly and pre-flight inspection.
- Perform actions in the sequence listed in the manual. Train the crew to use the assembly sequence.
- Develop procedures to deal with distractions that may occur during glider assembly.

Handling Glider Components Properly

- Depending on the glider type, two or more people may be needed.
- It is important for everyone to maintain focus throughout the assembly process to avoid missed steps.
- Have appropriate tools available and laid out for easy use and make a list beforehand of the tools, jigs, and parts necessary for assembly/disassembly.
- Brief the assembly crew how to pick up a wing without damaging fragile ailerons, flaps, and trailing edges.
- Heavy components such as wings, canopy, and other components should be carefully handled so they are not dropped or damaged.
- Once assembly is finished, a thorough inspection of all attachment points ensures that bolts and pins were installed and secured properly.

Cleaning and Lubricating Parts

- If parts are lubricated and clean, gliders should assemble without pounding or hammering.
- Avoid hammering or tapping wing bolts or other glider components in place. Main wing pins for example, should slide into the socket with minimum application of force. If not, seek a mechanic.



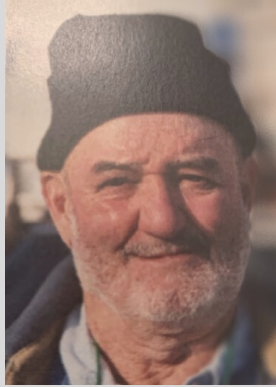
Post Assembly

- The final check is very critical and usually takes time to complete.
- Once the glider has been completely assembled, the pilot inspects all critical areas to ensure all flight controls (ailerons, elevator, rudder, airbrakes, flaps, trim tabs) are attached and operating properly.
- Pilots should not be interrupted when they are attempting to check the glider.
- Assure that every flight control attachment that requires a safety pin or safety clip has one installed.
- Assure each flight control moves through full range of motion in both directions with moderate resistance.
- Many manufacturers provide a critical assembly checklist (CAC) to be completed after assembly. If provided by the manufacturer, this is mandatory.
- Account for and REMOVE all tools from the glider before moving to the flight line!

MEMBERSHIP

Michael Pennolino, Nathan Hillard, Ethan Hillard, and Kathleen Kinkade all attended their first meeting, and Vladislav Tregubov was voted in as a member on **September 16, 2023**.

GOOD AND WELFARE



By Mike Hanson

Jimmy Harkins Sr. was a long-time member of LISA. He joined the club in 1971 as a private pilot and went on to get his commercial, instrument, and CFI - all with LISA. Jimmy learned to fly at Zahn's airport way back in 1954. Jimmy was an active tow pilot and instructor. Jimmy was an incredible pilot, glider instructor, and tow pilot. But there are many excellent pilots; more importantly, Jimmy was an excellent human being and just a decent guy. I'm sure that is how he would like to be remembered. In his later years, he would only fly with a rated pilot, even though we all considered him well capable of instructing and towing. He knew his limitations and stopped well short of them for the good of the club and his fellow members. Jimmy passed away in December 2022. His ashes were interred at Calverton National Cemetery alongside his wife in September of 2023. He will be remembered.



Pictured from left to right are LISA members Shawn, son Jimmy Jr., Mike, Inta, Don, and Jimmy's neighbors Caroline and Jack.