NEWSLETTER

APRIL 2026

VOLUME LXXI ISSUE 2



UPCOMING EVENTS

MONTHLY MEETING	APRIL 18, 2026	BROOKHAVEN AIRPORT
1-26 CHAMPIONSHIP	MAY 13-MAY 20	WINDY CITY SOARING HINCKLEY, IL
1-26 SOARING DEVELOPMENT CAMP	JUNE 28-JULY4	MID-ATLANTIC SOARING ASSOCIATION FAIRFIELD, PA



PIERRE BRAVING THE COLD ONE LAST TIME BEFORE THE SPRING SEASON BEGINS

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SAFETY & EDUCATION

SIMULATOR UPGRADE

FROM THE ARCHIVES

CLUB OFFICERS

President	*Katelyn Erthal*
Vice President	*Andrew Apicos*
Chief Pilot	*Brian Robey*
Operations	*Pierre Grellet-Aumont*
Maintenance	*Craig Rhein*
Treasurer	*John Bresnik*

Contact Information

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

PRESIDENT'S MESSAGE *-Katelyn Erthal*

Dear Members,

As we begin a new season, I want to take a moment to acknowledge our challenging start to the year. Our first few operations were significantly impacted by snow, ice, and consistently cold temperatures, resulting in more cancellations than any of us would have liked. While this has been frustrating, your patience and flexibility is appreciated. We're optimistic about smoother and more consistent operations as weather conditions improve.

In addition to navigating the weather, our organization is working towards transitioning from operating as a DBA (Doing Business As) to a 501(c)(3) nonprofit organization. I'd like to briefly outline what this means and why it matters.

Why transition to a 501(c)(3)?

• It enables the club to move to a credit card based system and streamline much of the tedious treasury work while allowing for stricter tracking and evaluating of our finances. It would also eliminate the workload of tracking and contacting members in arrears.

• Gives the club eligibility for grants and donations: Many funding opportunities are only available to nonprofits, which expands our resources as we work to pay off the club debt and fund capital equipment / perhaps offer grants to our own students to reduce costs in pursuing licenses/ratings (eg. commercial, CFI-G, etc.)

• Tax deductible donations for members (This is not qualified tax advice but members can donate to the club and receive a tax deductible receipt to reduce their taxable income with a portion of the donation by itemizing deductions. Again, this is not tax advice)

What are the challenges?

• Increased administrative regulations: Nonprofits require ongoing compliance, reporting, and record-keeping.

• Cost to transition. Some of our traditional ways of raising funds, & operating will require changes to maintain compliancy & there is a $250 fee to file.

This is not a decision we take lightly. Our goal is to ensure that the transition ultimately benefits our members, supports our mission, and positions us for long-term success. We will continue to evaluate this carefully and keep you informed during our transition.

Thank you for your continued commitment and enthusiasm. We're looking forward to getting back into full swing and making the most of the season ahead.

Sincerely,
Katelyn
President
Long Island Soaring Association

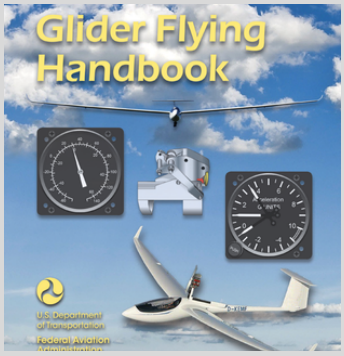


SAFETY AND EDUCATION -Andrew Apicos

Winter has finally passed and as a consequence of the unusual long down time I thought it best to not only review but also introduce some fundamentals to our newer members. All students should have a digital copy of the Glider Flying Handbook. I'd like to point out that as of 2024 it is now version 13B. Similarly, there's an updated version of the Private Pilot Practical Test Standards for Glider that students of all should review as it outlines what is required to know and demonstrate in order to earn your private pilot certificate. Students should have a printed copy of this with them.



ANDREW INSTRUCTING A STUDENT IN THE CLUB'S SGS 2-33B



Passing a 100 question multiple choice exam is a prerequisite before a student may take the practical exam. The 13 chapters of the Glider Flying Handbook will serve as a source book for all the necessary foundational material that a student should know. However, is does not provide practice questions, which can be found in the latest edition of the Private Pilot Test Prep book. It contains concise summaries for all needed topics as well practice multiple choice practice questions.

These three items will serve the needs of all students in preparation for their private pilot glider rating. Students may also want to consider purchasing the ASA Prepware digital versions which you can run on your phone. This product can generate short multiple choice questions by chapter as well as generate 100 question practice exams. There are a few other materials you will need to have in your possession before your check ride, we can address those materials at a later date.

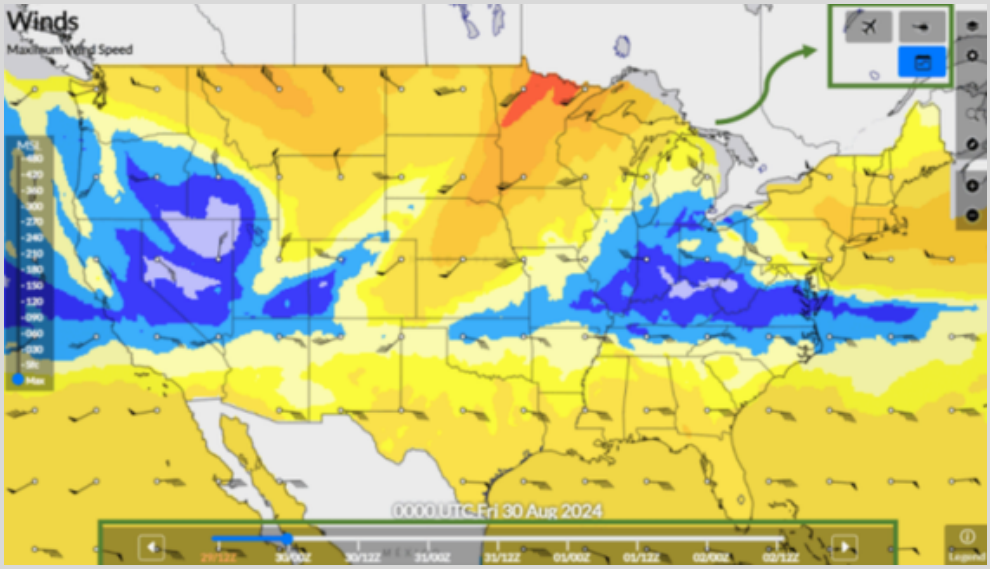


SAFETY AND EDUCATION *-Andrew Apicos*

Students should also have the phone number for the Brookhaven ASOS on their phone, (631) 399-7095. This can be called at anytime to get the wind speeds, density altitude and temperature on the field. The information can also be accessed via radio on 119.625. Students should also familiarize themselves with the Aviation Weather website.

The Brookhaven airport identifier is KHWV, METAR only. The METAR and TAF is availabe for KISP for Islip (students may also be interested in viewing KLGA and KJFK). The TAF product is not available for all airports. The interactive graphic below shows winds speeds which can be adjusted for various altitudes, Y-axis. The X-axis is time in hours (Zulu) which is our time +4 hours. It is strongly suggested that students begin to familiarize themselves with the METAR and TAF's on a regular basis.

When there is a severe weather event in the US, find the closest airport and check the METAR'S and TAF's. You'll be surprised how quickly you learn to read METAR's and TAF's.



SIMULATOR UPDATES *-Jacob Abramovich*

We're excited to share that, thanks to a generous donation of three new displays for Pierre, our glider simulator is now fully functional. Whether you're a new student or an experienced pilot, flying in a realistic simulator is a great way to sharpen fundamental skills and practice specific scenarios.



With the soaring season just around the corner, LISA members who have been out of the cockpit can jump into the simulator and get ready for the good weather flying days ahead.
Startup Instructions:

1. Press the square power button located on the top left of the PC
2. Turn on the three power switches located underneath the bezel of each TV display
3. Turn on the power switch located on the bottom of the computer mouse
4. Allow the system about 60 seconds to fully boot up
5. Launch your preferred simulator from the toolbar (bottom of the screen): X-Plane 12 or Condor

Notes on Controls:
Some users have noted that the control profiles for gliders feel very sensitive to stick input. You can adjust these settings within the simulator:

1. In X-Plane, open the settings menu by clicking the three vertical bars in the top-right corner of the "Start Flight" screen
2. Select Joystick, then Control Sensitivity
3. Adjust the response curve of the stick (trial and error will likely yield the best results)

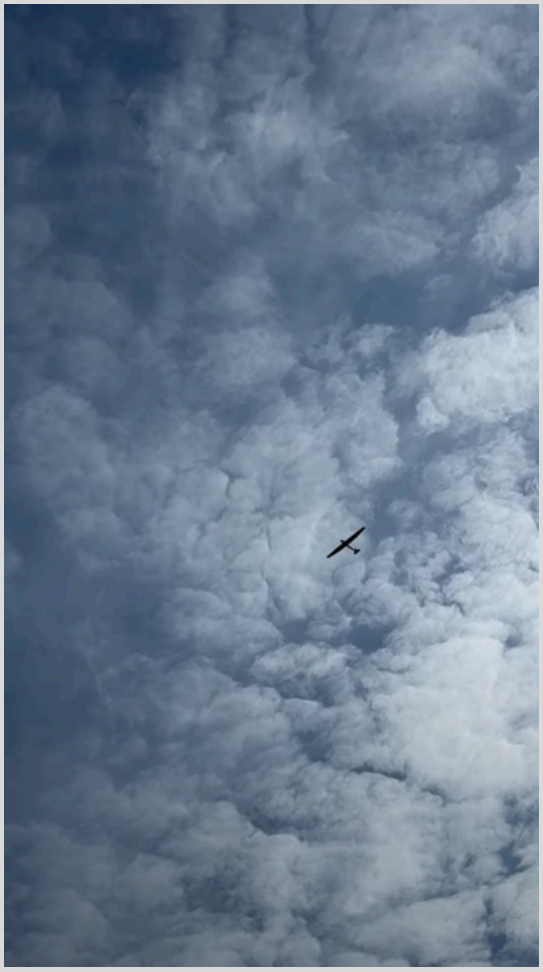
As the simulator becomes a regular part of club use, we hope members will begin creating and sharing control profiles that accurately represent the gliders we fly most often.

GLIDER EXAM QUESTIONS

Questions:

What is a characteristic of stable air?

- A) Cumulative clouds and intense updrafts.
- B) Excellent visibility and showery precipitation.
- C) Stratiform clouds and restricted visibility.



2. To stay airborne for the longest possible time (regardless of distance covered), a pilot should fly at:

- A) The best glide speed ($L/Dmax).
- B) The minimum sink speed.
- C) Never exceed speed ($Vne).

3. If you are approaching to land at an airport and notice a powered airplane also on final approach, what is the right-of-way rule?

- A) The powered airplane has the right-of-way because it is faster.
- B) The glider has the right-of-way over all engine-driven aircraft.
- C) Whoever is at the lower altitude has the right-of-way, regardless of aircraft type.

Answers: 1(C), 2(B), 3(B)





FROM THE ARCHIVES-MINUTES FROM MARCH 1967 MEETING

MINUTES OF THE LONG ISLAND SOARING ASSN.

March 17, 1976

The regular meeting of the Long Island Soaring Association was called to order at 8:05 PM on Wednesday, March 17, 1976 at the Sky Lounge in Deer Park. There were fifty members and 12 guests present.

Bob Paris, acting Treasurer for the evening reported a balance in the Club Treasury at the end of January as $2634.35, receipts for February as $2681.12, disbursements $1687.69, leaving a balance of $3627.78.

Don Fenner read a letter of resignation from Louis Martinez, and Sharon Brown was welcomed into the Club, she having met all requirements.

Bill Lindner, Maintenance Officer, reported 2-33 7555 would be ready in two weeks, towplane 4410Z is flying again and 1-26 49R has to be annualed in May. He also admonished the Members to be more careful while ground-handling as the ships are getting dinged.

Jack Haynes, Chief Pilot, made the annual spring announcement to watch for bird's nests in the engines of power planes and anywhere else they may hide them.

Irene Kramar reported reservations were coming in nicely for the Annual Dinner and the cut-off date is March 31st.

Rolf Bahrenburg gave a report on what to expect at the Bald Eagle Ridge in Pennsylvania. Don Fenner told of his Gold Distance attempt, falling 40 miles short, and incomparable Kurt Reupke held the members spellbound while telling of his Diamond Distance triangle from Bald Eagle Ridge to Cumberland, Maryland, then to Williamsport, Pennsylvania and back to the Bald Eagle Ridge Soaring site in five hours and forty five minutes. Congratulations were in order.

Don Hollister, Membership Chairman, read the application of Judith Grandy for the third time and she was subsequently voted Membership in the Club and now awaits a vacancy. The applications of George Johns, Tina Pozzoli, Ric Cedarwall were read for the second time and there were first readings for Rolf Vecchi, Ed McCardle and Ernest Ferriolo.

Jim Scileppi was presented the SSA "A" badge by Rudy Suehs.

On a motion by Gunny Bumbars and seconded by Bill Bennett, it was voted upon and approved to display the Yellowbird at Jones Beach on the May 14/15 weekend, as part of an Environmental Group display.

Hans Burkhardt and Irene Kramar will co-chair a committee to look into the acquisition of a new tow cart. Other members of the committee are Bill Bennett, Phil McCardle and Jack Haynes.

George Bares seconded a motion by Phil McCardle to bring and leave 49R at Julian, Pennsylvania, site of Bald Eagle Ridge. The motion was voted upon and not approved.

On a motion by Gunny Bumbars and seconded by Jim Todaro, it was voted upon and approved to spend $67.00 to install weights in the 2-33.

Bill Bennett seconded a motion by Don Hollister to replace the harnesses in the Blanik. The Membership did not approve.

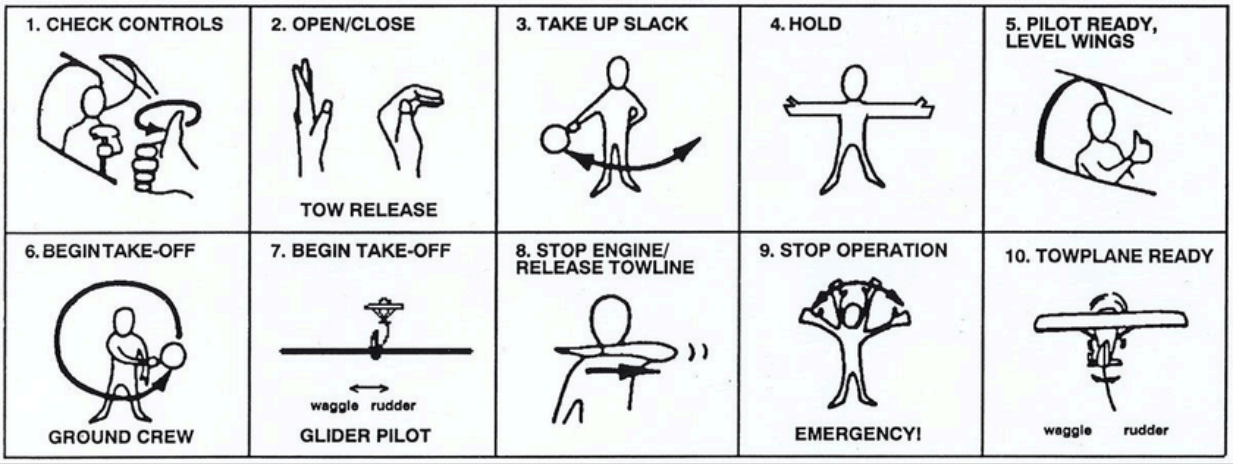
On a motion by Julius Brodsky and seconded by Gunny Bumbars, it was voted upon and approved to adjourn at 10:35 pm.

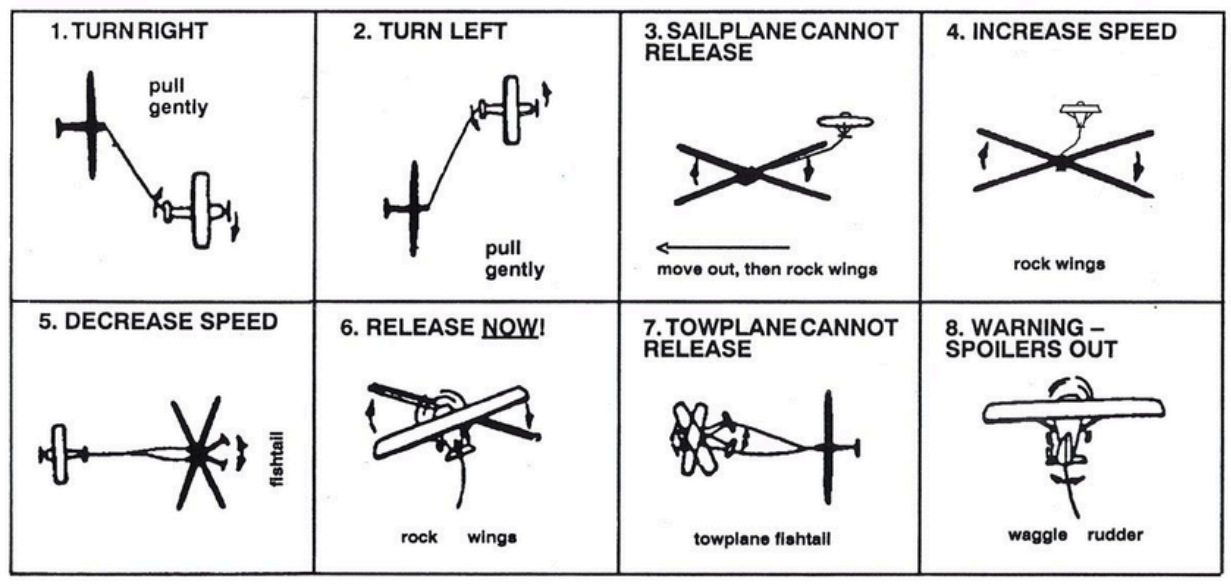
Respectfully submitted
Sidney Zigas, Secretary

RECOMMENDED LINKS AND MORE

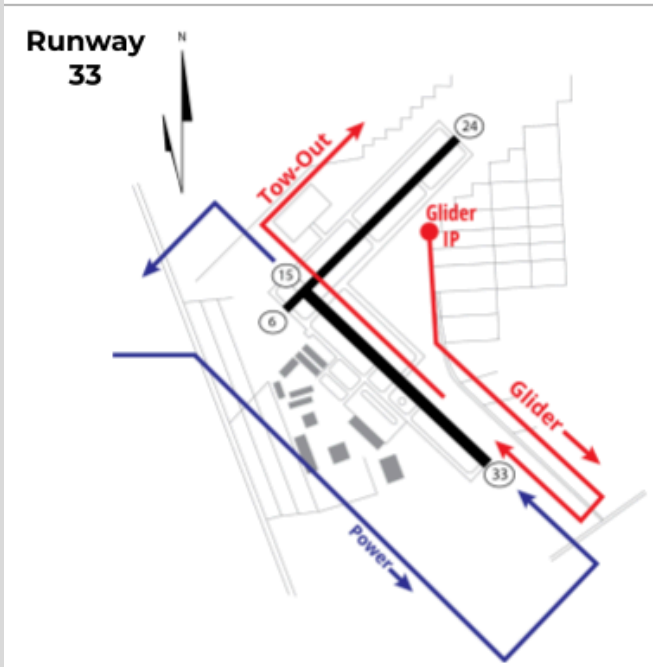
- *SOARING SOCIETY OF AMERICA*
- *WING RUNNER COURSE*
- *WEGLIDE (FREE SUBSCRIPTION FOR SSA MEMBERS)*
- *AVIATION WEATHER*
- *GLIDER FLYING HANDBOOK*
- *FAA'S PRACTICAL TEST STANDARDS FOR GLIDERS*

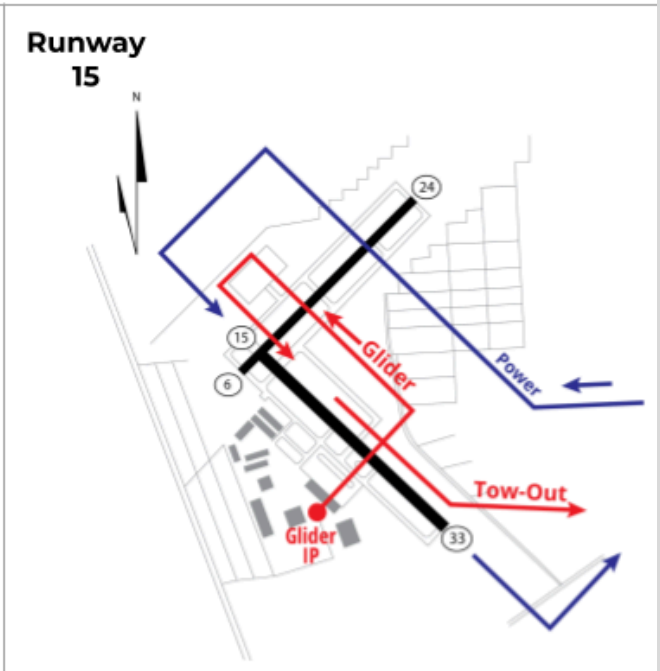
AMERICAN SOARING GROUND SIGNALS





Brookhaven Airport Traffic Patterns









LISA's Club Surface Wind Limits		
	Max. Winds:	17 knots
	Max. Gusts:	22 knots
	Max. Crosswinds:	9 knots at more than 45 degrees



www.longislandsoaring.com