NEWSLETTER

JULY 2025

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UPCOMING EVENTS

MONTHLY MEETING	JULY 19, 2025	BROOKHAVEN AIRPORT
MONTHLY MEETING	AUGUST 16, 2025	BROOKHAVEN AIRPORT



JP & Andrew ready for tow.

IN THIS ISSUE...

PRESIDENT'S MESSAGE

WORK PARTY PHOTOS

UPCOMING ELECTIONS

AN EXCLUSIVE INTERVIEW

SAFETY & EDUCATION

CLUB OFFICERS

President	*Andrew Apicos*
Vice President	*Joseph Grossmann*
Chief Pilot	*Brian Robey*
Operations	*Pierre Grellet-Aumont*
Maintenance	*Ryan Jacobellis*
Secretary	*Katelyn Erthal*
Treasurer	*John Bresnik*
Director at Large	*Mike Rudolf*
Newsletter/Editor	*Jerry Pokrywka*

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PRESIDENT'S MESSAGE *-Andrew Apicos*

Dear members,

I hope that everybody had the chance to enjoy their Independence Day, July 4th weekend. We had operations on both the 5th and 6th of July. Saturday the 5th saw some lift mid day when the wind shifted from North to the West. There were several flights in excess of a half hour. We still need to swap the wings! We are looking at completing this project between 7/12 and 7/19.

A friendly reminder that all members are to schedule their intentions to participate in an operation by using the LISA app. The email that is sent out is simply a reminder to schedule your intentions. Thank you, for your cooperation in this matter.

Brez has continued to add functionality to the accounting portion of the LISA app, this will allow us to better track revenues and expenses and make projections. It will provide the board and the membership at large a clearer picture, which will help with decision making. He is also looking to add credit card payments as well; this will allow members to be billed by credit card, which will help to alleviate delinquency. We are considering changing the billing of associate member dues and their SSA membership to once per year, due in January, we'll discuss and vote on this at the next meeting. Doing so will go a long way to streamlining the workload associated with the billing of associate members.

Joseph Grossmann will be spending the remainder of his term commuting to and from North Carolina, his new full time residence. Joe is looking forward to splitting his time flying between us and the Piedmont Soaring Society. I'm looking forward to hearing about his soaring adventures.

Many of you are aware that the club refrigerator expired a few weeks ago. With the help of the Spence's, in finding and helping to transport and install it along with myself and Joe, we now have a new/used refrigerator in the clubhouse.

We still need to have the work party BBQ, I'm looking to do that the day we swap the wings.



WORK PARTY PHOTOS











WORK PARTY PHOTOS









SAFETY AND EDUCATION *-Andrew Apicos*



Expect the unexpected! Several weeks ago while Joe was preflighting the 1-26 he heard birds chirping. With more careful listening and inspection he determined that the chirps were centered around the tail of the aircraft. The birds were able to gain entry from the top of the end cap and proceeded to build a nest. Best guess is that the mat of wet grass that comprised the nest weighed close to 2 lbs. Students are encouraged to read up on weight and balance and discuss with their instructors how weight aft of the CG affects glider/aircraft performance, and more generally, how misplaced weight can affect glider performance. Hazards are not limited to birds and nests but also snakes, bees and ice as well. Proper post flight tie down should include a thorough examination of the aircraft to ensure that it is secured properly at all points. All inspection ports should be checked that they are closed as this will help prevent the entry of small critters.



SOCIAL MEDIA PRESENCE *-Jerry Pokrywka*

#longislandsoaring

We are now on Instagram! Feel free to tag LISA when posting photos on your own accounts. Our club member Li Wang has helped create the account and added a few photos to get us started. Having a social media presence will help us:

- Spread the word about LISA
- Recruit new members
- Share the passion of soaring with the public
- Increase the number of intro rides

https://www.instagram.com/longislandsoaring/

UPCOMING ELECTIONS -Andrew Apicos

As we have more than a few new members since the last election I thought it would be helpful to share with everyone our procedures for the election of officers, they are as follows:

"At the meeting three months prior to the annual meeting, the President shall appoint a nominating committee of three members. This committee shall solicit suggestions from the membership and assemble a slate of one or more candidates for each office. The slate is presented at the next meeting, and nominations are accepted from the floor. Each nomination must be accepted by the nominee for it to be valid. If the nominee is not present, another member may transmit the acceptance. All nominations presented at this meeting are published in the newsletter that is mailed or emailed before the annual meeting. Nominations may also be made from the floor at the annual meeting, up to the close of nominations prior to balloting."

I'm looking to appoint the nominating committee by the August, 8/16 meeting, and certainly no later than the September, 9/20 meeting. If you are interested in serving on the nominating committee let me know. Furthermore, long standing members as well as new members may want to begin to think about how and in what capacity they can participate in helping to serve the club for the next two years and beyond.



GLIDER EXAM QUESTIONS

Questions:

1. Thunderstorms which generally produce the most intense hazard to aircraft are:
A) Squall line thunderstorms
B) Steady-state thunderstorms
C) Warm front thunderstorms

2. Which items are included in the empty weight of an aircraft?
A) Unusable fuel and undrainable oil
B) Only the airframe, powerplant, and optional equipment
C) Full fuel tanks and engine oil to capacity

3. The minimum distance from clouds required for VFR operations on airway below 10,000 feet MSL is:
A) remain clear of cloud
B) 500 feet below, 1,000 feet above, and 2,000 feet horizontally
C) 500 feet above, 1,000 feet below, and 2,000 feet horizontally

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

EXCLUSIVE INTERVIEW WITH PIERRE *-Jerry Pokrywka*



Pierre Grellet-Aumont, our current operations officer, has competed in the 2025 1-26 Championships, sponsored by the Merlin Soaring Association. This year the event took place in Virginia, US and Pierre was kind enough to share his experience with us. Who knows, maybe other members of LISA will join Pierre at next year's competition in Hinckley, IL.

Q: When was the first time and how many times have you raced in the 1-26 Championship?

A: I have competed 7 times since buying my own 1-26 (SN 696) is 2016
2017 crewing in Texas for Ron Schwartz, TSA
2018 team flying with Philip Duplessis at Caesar Creek, Ohio
2019 solo flying at Moriarty, New Mexico
2020 CoVID: Kansas contest got cancelled
2021 we tried Kansas again, at Yoder Kansas
2022 Benton Tennessee, at Sarah Arnold gliderport
2022 in addition to the national 1-26 annual contest, we had a little guys meet in Blairstown
2023 Caesar Creek, Ohio again, great place for soaring
2024 skipped Hamilton Texas
2025 this year I flew in Virginia

Q: What are some of the rules and objectives of this contest?

A: The contest is organized once a year - in a different venue each year but it tends to rotate around a handful of venues that are willing to host it - by the 1-26 association. It provides equal competition opportunities by using the same aircraft type (Schweizer SGS 1-26 gliders), similar to one-design sailing competitions where all participants use identical boats. Unlike some high-performance gliding competitions that can be intensely competitive (i.e. really expensive), the 1-26 contest emphasizes enjoyment and camaraderie over cutthroat competition.

Q: How are pilots scored in the competition?

A: Like for typical soaring competitions, the 1-26 contest typically runs over multiple days with weather-dependent tasks, requiring all pilots to fly identical aircraft while following safety protocols for altitudes and airspace. Pilots earn points based on distance achieved, speed over a designated course, reaching specific turning points, and successful landings back at the departure airport, or suffering point losses if lading at some other locations, including in farmer fields... the 1-26's modest performance emphasizes pilot skill and tactical decision-making over equipment advantages and money spent on the latest super duper glider and avionics.

1-26 CHAMPIONSHIP EXPERIENCE (CONTINUED)

Q: Is the 1-26 race a good race to sign up for if you've never raced before?

A: Yes, this is the best place to start, but you need to have a silver badge or demonstrate you can fly cross country, which means being able to fly for several hours, a minimum distance of 50km (approx 25 nautical miles), some sort of experience with flying away from your home airport (that what a silver badge proves) and experience landing out is preferred. The best way to start from scratch is to come crew for a competitor, then fly with a teammate, then you'll be ready to fly and compete on your own.

Q: What does a typical day look like during the contest?

A: A typical day at a contest begins with the pilots gathering for mandatory safety and weather briefings, operational and safety discussions, and to hear about the previous day's results. The daily pilot briefing is usually held at 09:30 or 10am. After the task du jour is announced, pilots prepare their gliders and rig their aircraft, and prepare each vehicle and their trailer ready for recovery later by their crew if they landout. The day proceeds with launching all contestants, flying the assigned cross-country task with designated turnpoints, and concluding with scoring where pilots are ranked based on their percentage of the winner's speed. Evening activities typically include score announcements and usually some dinner (trying the local restaurants or barbecue at the airport) and/or social gatherings (beers) before the cycle repeats the next day.

Q: How many contestants were in the race?

A: It varies from year to year, lately it has been around 18 to 22. Some folks like to fly in teams of 2 or 3 pilots for one glider (alternating days in the cockpit) and they get scored with the rest of the flock but also against the other teams.



Jimbob Slocum and Ron Schwartz (2 past winners and amazing pilots)

Q: How many gliders are in the air at once and who decides who goes up first?

A: The CD (Contest Director) usually handles a grid for starting with all the contestants numbers located on the field, the order is allocated randomly and rotates daily so that one may be launched first, in the middle or last. On the front of the grid the lucky first glider is usually called the sniffer.

Q: Did you bring your own glider?

A: Yes, but you don't have to. Some folks make arrangements with local glider owners to avoid towing a 1-26 over very long distances. For example when the contest happened in New Mexico, a lot of East Coast pilots borrowed or rented a NM local 1-26

1-26 CHAMPIONSHIP EXPERIENCE (CONTINUED)

Q: Did you have enough ground support to be able to launch the glider?
A: Absolutely, a lot of young pilots, local club volunteers help with ground operations, and the beauty of the 1-26 community is that we help each other: so if one day I made it back to the airport but Cal Tax (SN 059) landed out, I might drive his car/trailer to the field where he ended up and help him retrieve the glider. Like in most contests, there is a "retrieve desk" which receives the call from contestants who have landed out and then organize the retrieve missions.



Q: What were some of the challenges during this contest and what did you do to stay competitive?
A: In recent years the main challenge has been the weather, too hot or too rainy: when it's too hot, soaring conditions aren't always better than colder, but as you may spend 4!5 maybe 6 hours in the cockpit, you need to stay hydrated. Also when mother nature decides it's going to rain for 3 or 4 straight days, the whole flock is grounded and it's hard to have a valid contest without being able to fly at least 3 valid days out of 8. Eventually most of us have to return to real life (family, jobs, etc...) and the contest must end. That's why we've had un-finished contests twice in the past 4 years (once in Tennessee and this year in Virginia). But rain days are not usually completely lost. In Dayton OH we went to visit the airforce museum as a group, and some of the older 1-26 pilots gave us a tour of the aircrafts THEY had flown during the Vietnam war or the Cold War. In Kansas we had a full tour of the still flying B-29 superfortress with a full tour inside and out by a local A&P and with two pilots who are still current on this machine and they fly it to air shows around the country.

Q: Did you have to land out or were you able to get back to the field every time?
A: Ah ah, like most serious contestants, I have landed out a lot, I stopped counting.

1-26 CHAMPIONSHIP EXPERIENCE (CONTINUED)





Q: What's the sense of camaraderie or rivalry like among pilots?
A: The 1-26 contest is the best soaring contest due to the camaraderie.

Q: Did you have a good time and will you join the contest next year?
A: Yes and Yes. Next year will be in Hinckley Illinois, organized by the club of Curt Lewis, a long time contestant who has also organized small regattas between contests; his son is a Captain on Delta Airlines (I think?) and Curt himself is a musician. I have had a blast each time I have managed to go to a 1-26 contest or one of the few "little guys meet" (translate escape from work, family, etc...). This is the best way to fly gliders with a different task every day, try to fly every possible day for 8 to 10 consecutive days, and learn something new everyday.

Additional Information:
2025 1-26 Championship Results
Contestant Interview Video
1-26 Association Website
1-26 Glider Pilot Facebook Group



Joe Grossman landing the club's 1-26 at KHWV

FAMOUS GLIDER PILOTS -Jerry Pokrywka



Thomas L. Knauff was a glider pilot, instructor and an author of glider training manuals like Glider Flight Training Manual and Transition to Gliders. By sharing his knowledge and experience he helped thousands of pilots learn the art of soaring. As an early pioneer of ridge soaring in the Appalachian Ridge-and-Valley area, he received five world records in the 1960s on Pennsylvania ridges. He co-founded the Ridge Soaring Gliderport in Pennsylvania in 1975 and helped operate it until 2022. During his career as a glider pilot he was able to attain over 50 U.S. national soaring records.

Some of his records and accomplishments include:

- First pilot in the U.S. to complete 750 km, 1 000 km, and 1 250 km triangular flights, setting a precedent in American soaring
- 1,646.68 km (1,023 mi) out-and-return in a Schempp-Hirth Nimbus 3 on April 25, 1983 — the then-world's longest glider flight and still a U.S. national record
- 1,362.68 km triangle in the Nimbus 3 (May 2, 1986) and 1,394.04 km free distance with three turnpoints in a Discus B (June 1, 1993)
- Record-setting two-seater flights: 829.7 km out-and-return (April 7, 1979) in an IS-28B2 "Lark", and 1,000.88 km out-and-return (Sept 28, 1981) in a Grob Twin Astir II
- Winner of multiple national soaring championships, including the Unlimited Soaring Championship

Thomas Knauff's legacy includes record-breaking performance, champion-level competition, pioneering ridge soaring, and transforming glider pilot training. As a true giant in the soaring community, he was Inducted into the U.S. Soaring Hall of Fame in 1997.



FROM THE ARCHIVES-JULY 1975 CLUB MEETING MINUTES

MINUTES OF THE LONG ISLAND SOARING ASSOCIATION - JULY 16, 1975

The regular meeting of the Long Island Soaring Association was called to order at 8:05 P.M. on Wednesday, July 16, 1975 at the Sky Lounge in Deer Park. There were approximately 45 members and six guests present.

Our Treasurer, Jim Lesage, reported the balance in the Club Treasury at the end of May was $12,895.70. Income for the month of June was $2,499.43; disturse-ments $4,044.59, leaving a balance in the Treasury of $11,350.54.

John Lovell reported on a meeting he had with the Club Instructors. He is author-izing the senior CFI on the line to have the responsibility of running a safe glider operation at Brookhaven. He urged the sail-plane pilots in the Club to have their log-books accessible at the airport in the event a CFI requests to see it. This is to aid in complying with a Club rule requiring a proficiency ride every 24 months in a glider to maintain currency. He also announced there will be a meeting of all tow-pilots at 7:00 P.M. prior to the next regular meeting of the Club.

The Second Women's International Soaring Meet, held in Poland this past Spring, was quite a success according to Irene Kramar, who went there as a crew member for the United States entry. Congratula-tions were bestowed upon Irene for having become the proud owner of an SGS 1-26. Don Fenner gave a day-by-day, minute-by-minute, thermal-by-thermal account of his first attempt at a Regional Soaring Meet held at Harris Hill in early July. He was fourteenth in the final standings but first in his re-counting it. Jim Lesage recommended a book by Steve Dupont en-titled "New Soaring by the Numbers" for all those pilots who want to improve their proficiency.

Our Maintainance Officer, Hobie Van Nostrand reported our 2-32 is due for re-licensing in August.

Don Hollister informed the members Eloise Adams had a spinal operation to relieve the pain she has been suffering the past year. The operation was successful and she is re-cuperating very nicely. Don then read the application for membership of Charles Sweet for the third time; Matt hew Sudwischer had his second reading and John Farris his first. Charles Sweet was voted in-to the Club and now awaits a vacancy in the Membership.

On a motion by Ted Adams and seconded by Jim Todaro, it was voted upon and ap-proved to spend up to but not to exceed $375.00 for oxygen equipment for the 2-32. Gunny Bumbars will purchase the equip-ment and oversee its installation.

Don Fenner announced there will be a meet-ing of the Board of Directors on July 29 to discuss the report of the Finance Comm.

On a motion by Joe Childs and seconded by Irene Kramar, it was voted upon and ap-proved to have a Club Project at Maben Airport in the Catskills the last weekend in September and the first in October. We will supply our own tow-plane and trailer a two-place ship and a 1-26.

Phil McArdle moved that we purchase and install rotating beacons on the tow-pla[illegible]. He was seconded by Ted Adams. After much controvercial discussion, Ed Gardyan moved to table the motion and was seconded by Joe Childs. The motion was approved on a vote by the Membership.

Before the close of the meeting, Gunny Bumbars discussed the workings of and answered questions about our forthcoming L-13, otherwise known as a Blanik. It appears to be simple enough to operate but have to be careful of this little gizmo over here... or is it over there... or is that it under the seat?

On a motion by Ed Gardyan and seconded by Artie Claus, it was voted upon and approved to adjourn at 11:05 P.M.

Respectfully submitted,

Sidney Zigas, Secretary

