NEWSLETTER

MARCH 2025

VOLUME LXX ISSUE 1



UPCOMING EVENTS

MONTHLY MEETING	MARCH 15, 2025	BROOKHAVEN AIRPORT
MONTHLY MEETING	APRIL 19, 2025	BROOKHAVEN AIRPORT
SPRING WORK PARTY	DATE: TBA	BROOKHAVEN AIRPORT
1-26 CHAMPIONSHIPS	MAY 7-14, 2025	RICHMOND, VA

WINTER OPERATIONS

The past few months have made our glider ops a challenge, with strong wind gusts and snow keeping us grounded more often than not. However, the few times we did get up in the air, we braved the cold and made the most of every flight, enjoying the experience despite the frigid conditions.

Warmer days are on the horizon, and soon we'll be back to enjoying more comfortable temperatures and placing those "longest flight of the day" bets yet again.



Photo: Joe and Jim braving the cold weather and preparing the 2-33B for its next flight.

IN THIS ISSUE...

PRESIDENT'S MESSAGE

2024 AWARDS

CLUB NOTES

MAINTENANCE

SAFETY & EDUCATION

GOOD AND WELFARE

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*

Contact Information

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

PRESIDENT'S MESSAGE & HOLIDAY PARTY AWARDS

Dear Members,

As 2024 has come to a close and we begin 2025, I was glad to see many of you at our annual Holiday Party and Meeting. I would like to reiterate my sentiments in thanking everyone for their hard work and effort this past year in helping to keep LISA flying. Congratulations to two of our members on their first solos: Katelyn Erthal-March 8th and Jacob Abramovich-June 1st.

CLUB AWARDS PRESENTED AT THE PARTY

Most Instructional Flights:
Andrew Apicos – 67
Shawn Simms – 58
Brian Robey – 40
Steve Cluff – 36
Mike Hanson – 11

Most Tows (Tow Pilots):
Pierre Grellet-Aumont – 99
John Bresnik – 82
Wayne Betts – 74
Steve Cluff – 65
Charlie Flagg– 43

Longest Flight:
Joe Grossmann – 65 minutes

Noteworthy Contribution to the Club:
Ryan Jacobellis for his dedication to keeping the fleet in the air

Looking forward to a successful year with more than a few of our members are approaching readiness for their checkrides. As they solo and prepare, we are beginning the training of our next student cohort.

Thanks to Mike Baldari, Jacob Abramovich and Jerry Pokrywka for their efforts putting the simulator together. Thanks to Joe Grossmann, Jacob and Mike for making donations of 40" monitors and stands, this really helped the club get the simulator up and running.



Photo: Mike and Jacob working on our flight simulator

CLUB NOTES

- John Bresnik has assumed the role of club treasurer and Pierre Grellet-Aumont will be taking on the role of the operations officer. We thank Steve for all of his hard work and efforts this past year.

- A credit card pay as you go system is being developed, more details to follow at the next meeting.

- Both Glider and Power log books must be filled in legibly with all fields filled in. Thank you for your cooperation in this as accuracy makes Andrew's and Mike's efforts a lot easier when doing the billing.

- Attention all students. Study materials, preflight worksheets, and logbooks are needed on the flight line before flight lessons can begin.

- The simulator is up and running, X-plane and glider simulator available at $10/hr for members. A Checkout/Orientation will be needed before members will be able to use the simulator. A laminated instruction sheet will be available shortly.

- The 2025 1-26 Championships will be hosted by the Merlin Soaring Club at the Merlin Aerodrome southwest of Richmond, VA. (May 7-14, May 5-6 Practice Days) This is a 6 hour plus drive depending upon where you live on the Island. Pierre has competed in this competition many times. In 2023 he placed 3rd. Attending a competition can be an exhilarating experience, a detailed article on competitions will be in our next issue. Details can be found at the following link: http://www.merlinaero.org/1-26-championships.html



Our semi-annual work party will be scheduled this Spring. Weather permitting, date is to be announced. Last year's party was a great success.

Photo: Everyone is enjoying a hard earned lunch after a hard day's work cleaning our fleet, the clubhouse, and maintaining the grounds around the clubhouse.

MAINTENANCE - *Ryan Jacobellis*

TABLE 1 - AIRCRAFT STATUS

Aircraft	Status	Notes	Annual Due
2055T	Inactive	We are planning a small work party to put wings on and return it to service.	Once reassambled

SAFETY AND EDUCATION *-Andrew Apicos*

Securing all of our club property after operations is an important part in helping to maintain our equipment as best as we can. On more that one occasion it has been noticed that doors have been left open (hanger, clubhouse and Cessna). I ask that you please be vigilant and double check ALL doors before leaving.

The photo below shows the proper method for securing our 2-33B glider using the internal rudder lock system. It has been noticed on more than one occasion that these rudder locks have not be fixed properly. Proper installation requires a few simple placements of the brass rudder locks and the position of the rudders.

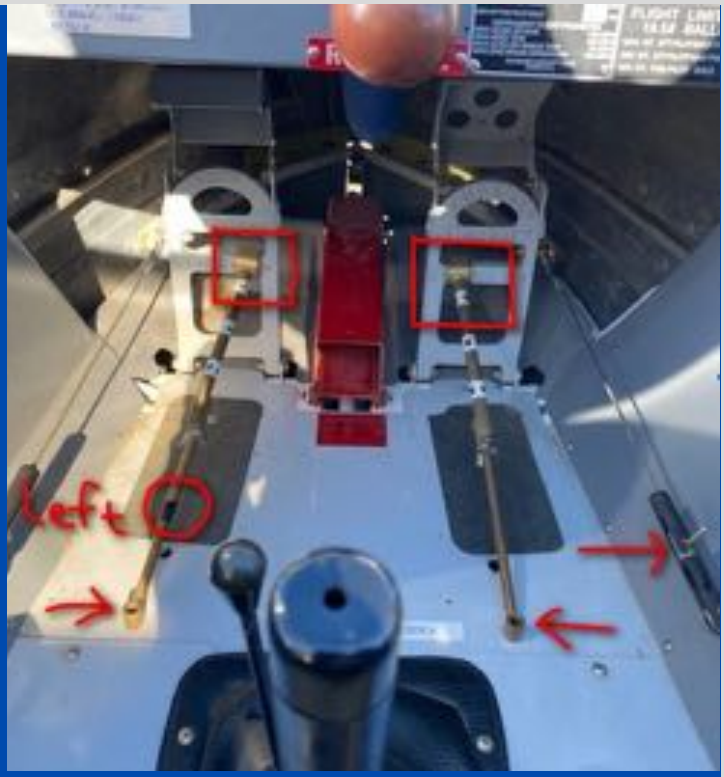
Please follow these steps:

1.The position of the rudders must be in the middle position (top right arrow)

2. Secure left rudder lock first with someone holding the rudder in the neutral position

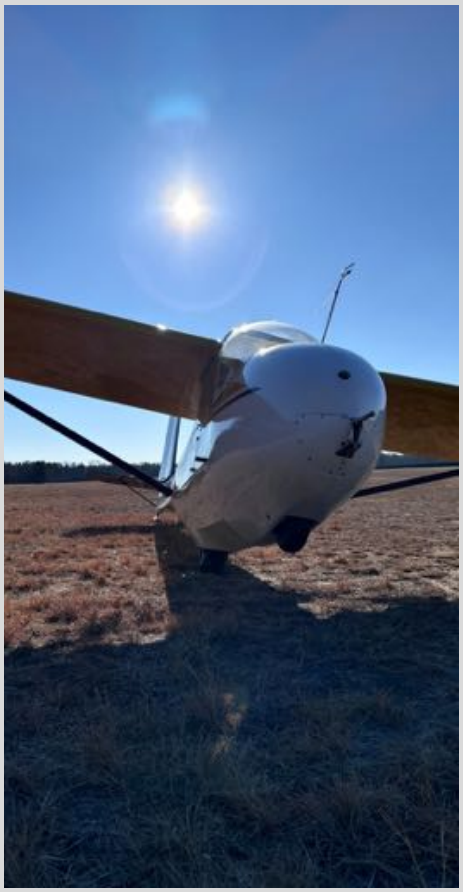
3.The left rudder lock (red circle shows black tape) is secured first as shown, hole closest to seat and then affixed to the 'middle crossbar' (red square)

4.Place the right side rudder lock in position. Again, take care that it is in the correct hole closest to the seat and it's secured to the middle bar and tightened. (Two red arrows pointing toward centerline)



*Note how both rudder locks are 'pointing' to the centerline of the glider (red squares)

GLIDER EXAM QUESTIONS



1.Under what condition is pressure altitude and density altitude the same value?
A) At sea level, when the temperature is 0°F.
B) When the altimeter has no installation error.
C) At standard temperature.

2. What are characteristice of unstable air?
A) Turbulence and good surface visibility
B) Turbulance and poor surface visibility
C) Nimbostratus clouds and good surface visibility

3: Which type of airspeed is the speed the airplane is flying relative to the air through which it is flying?
A) Ground speed
B) True airspeed
C) Indicated airspeed

4: One of the purposes for issuing a Temporary Flight Restriction (TFR) is to:
A) Announce parachute jump areas
B) Protect public figures
C) Identify airport advisory areas.

Answers: 1(c),2(a),3(b),4(b)



Photo: Mike and Jacob helping Craig get settled in the 1-26

JACOB'S FIRST SOLO IN A 1-26 -Andrew Apicos





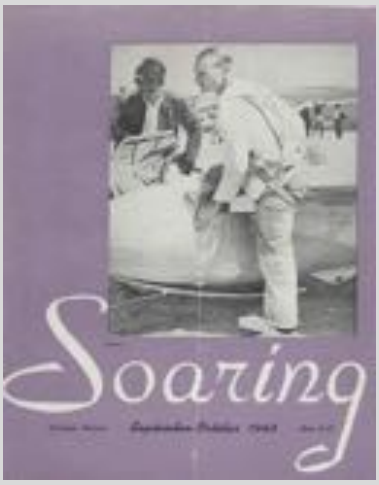
Congratulations! Jacob's long awaited first solo in the club's 1-26 took place on Saturday, February 22, 2025. Jacob first soloed in the 2-33B last June and he spent the last half year building time in it in preparation for today. He couldn't have asked for a better day, Those of us present may have noticed a little extra pep in Jacob's step after the flight.





Photo: Wayne getting the Piper PA-25 Pawnee ready for its next tow.

FAMOUS GLIDER PILOTS -Jerry Pokrywka



Richard Chichester du Pont (1911–1943) was an influential American glider pilot, designer, and aviation pioneer whose work significantly advanced glider technology in the United States. A passionate soaring enthusiast, du Pont became a leading figure in the American gliding movement during the 1930s, winning the U.S. National Soaring Championship in 1934 and setting numerous records for altitude and distance. He co-founded the Sailplane Corporation of America, where he focused on developing high-performance gliders that combined aerodynamic efficiency with innovative structural designs.

During World War II, du Pont was appointed head of the glider program for the U.S. Army Air Forces and played a pivotal role in the development and deployment of the Waco CG-4A. The CG-4A was a high-wing, fabric-covered glider capable of carrying 15 troops, a jeep, or a small howitzer. It had a wingspan of 83 feet 8 inches and a length of 48 feet 4 inches, and it could be towed into battle by C-47 transport aircraft. Du Pont's contributions to the design, production, and strategic use of the CG-4A helped establish gliders as a critical component of Allied military operations.



GOOD AND WELFARE -Andrew Apicos

We've recently learned that Claus Weismann a former member has passed away. Clause was an active member of our club for many years. He moved to California in 2019.

LONG ISLAND SOARING ASSOCIATION



www.longislandsoaring.com