NEWSLETTER

MAY 2025

VOLUME LXX ISSUE 2



UPCOMING EVENTS

1-26 CHAMPIONSHIPS	MAY 7-14, 2025	RICHMOND, VA
MONTHLY MEETING & SPRING WORK PARTY	MAY 17, 2025	BROOKHAVEN AIRPORT
MONTHLY MEETING	JUNE 21, 2025	BROOKHAVEN AIRPORT

Our semi-annual work party is scheduled for May 17th, weather permitting. Mark your calendars, stop by to lend a hand and enjoy delicious BBQ.

Members may find this of interest: 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) for more information visit:
http://www.merlinaero.org/1-26-championships.html



Welcome back to Justine! We're glad to have her back on the roster.

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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

Dear Members,

Spring has finally arrived and heaters are no longer necessary for our powered aircraft. Unfortunately, the weekends have either been a washout or too windy. Luckily, Justine is back on the roster and she has been able to find time in her schedule to tow with Mike instructing during the week. We have had some very productive weekday operations, and we're looking forward to many more this spring and beyond.

Brez has continued to add functionality to the LISA app. As of now, members are able to check their balance, review flights taken, book glider and power flights, and pay their balance via Zelle. In the future we are looking to add POH, SFM's, Glider Flying Handbook and other reference material available in pdf format as well as links to important websites such as SSA, FAA, IACRA to name a few.

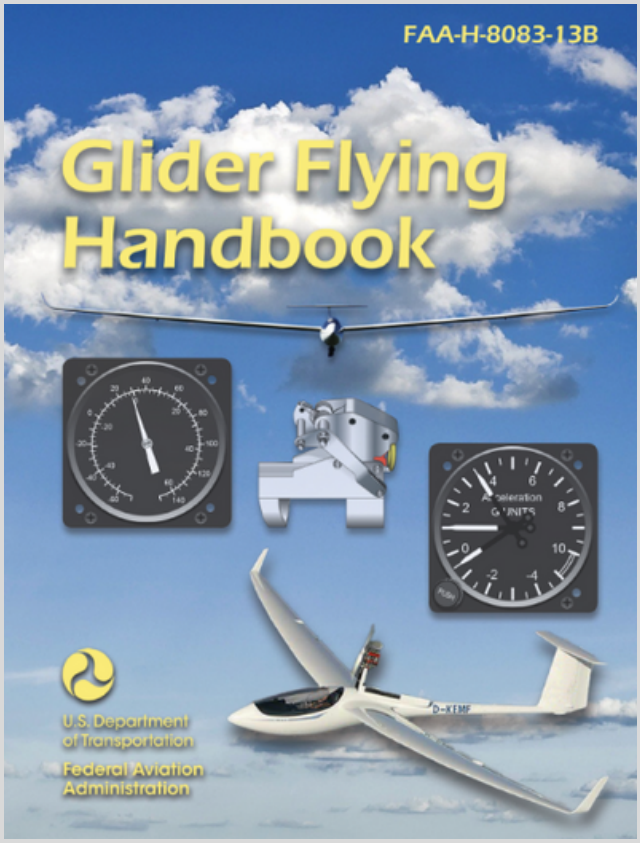
We're planning on swapping wings on our white glider with 2055T. This will allow us to do a needed repair on the N65918, while getting another trainer back in service. Our spring work party will be held on May 17th, followed by our monthly meeting.

One final note: maintaining cash flow for the club is critical as we rely on dues and prompt payment of invoices to pay our bills. Running a debt past 2 months leaves the club's coffers low at times. Our club rules require that invoices be paid promptly and that any member in arrears more than 60 days will be unable to fly until their balance is paid. Please take the time to become familiar with the LISA app.

-Andrew Apicos



SAFETY AND EDUCATION -Andrew Apicos



On May 26, 1974 club member and CFIG, Rudy Suehs Jr. wrote the following in his log book "Introductory ride to Kevin Jones Good Lift, Better Sink." Brief, concise and to the point, those four words capture the nature and challenge of soaring.

I urge all student pilots to review chapters 9 and 10 in the most recent edition of the Glider Flying Handbook (FAA-H-8083-13B). Student pilots should also be in the habit of preparing a weather briefing the night before or morning of a flight or lesson.

LINK to Chapter 9

LINK to Chapter 10


Craig, Shawn, and JP briefing a prospective member prior to his intro flight.

SAFETY AND EDUCATION *-Andrew Apicos*

NEW REAR TIE-DOWN FOR THE 2-33B

The tie down mechanism, built by Craig Rhein, is essentially a steel A-frame that secures the tail of the N17956. Its purpose is not only to secure the tail but also to raise it, thus lowering the nose and decreasing the angle of attack of the wings, which lessens the lift produced by the wings when it's windy. Craig has been checking our aircraft periodically during the last several months and especially after strong winds.

It is recommended that the ropes still be used.

They are needed to prevent lateral movement of the tail. This lessens the load on the A-frame and reduces the chance of damage.



SAFETY AND EDUCATION -Andrew Apicos

PROPER METHOD OF ATTACHING AND SECURING THE NEW REAR TIE-DOWN

Please look carefully at the three photos below from left to right. The first photo shows the square attachment post incorrectly positioned, as there is a gap between the top and bottom sections. The center photo shows the same square post fully screwed into the post below. The final photo far right shows the glider attached to the post and being secured by the safety pin. If there is any doubt, please ask an instructor for help.







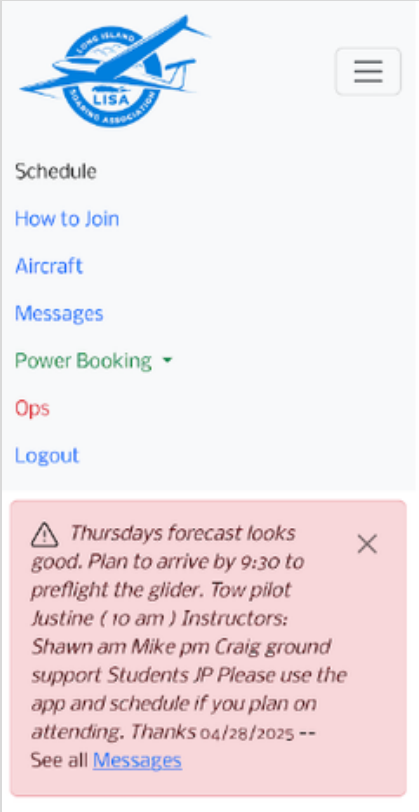
MAINTENANCE - *Ryan Jacobellis*

TABLE 1 - AIRCRAFT STATUS

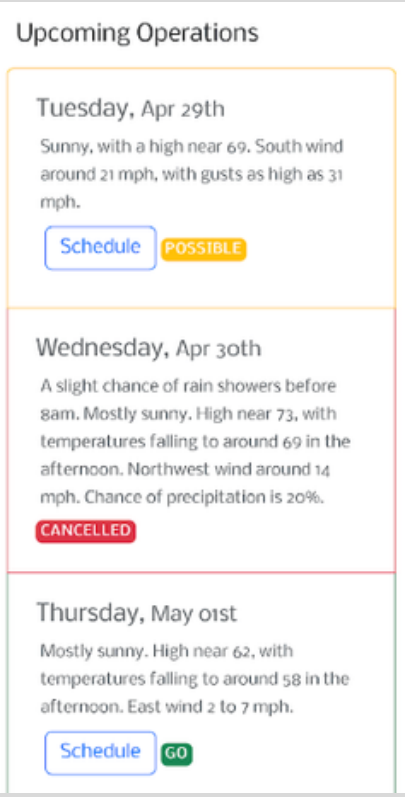
Aircraft	Status	Notes	Annual Due
N4016Z (PA-18-150)	Grounded	PA 18 annual should be completed within days and will be ready for service.	
N7372Z (PA-25-235)	Active	Pawnee will be out of service for annual inspection beginning 6/1	June 2025

LISA APP FUNCTIONALITY-Andrew Apicos

I urge all members to sign into and begin to familiarize themselves with using the LISA app https://www.longislandsoaring.com/. Brez has spent the last few months working on this and we are thankful for all his efforts. We were able to send the March invoices using the app and are looking forward to further improvements.



The app itself has a clean, intuitive interface that is very user friendly. The main menu includes the following tabs: Schedule, How to Join, Aircraft, Messages, Power Booking, Ops and Logout/Login. Use your email to request a 4 digit code which you will need to sign in. Originally, once you were signed in on your mobile device you would remain signed in on that device until you signed in on another device like your home computer. When you returned to your phone you would have to sign in again. Brez has updated the app to allow you to remain signed in on multiple devices.



Use the 'Schedule' tab to choose any days you're looking to participate in an operation. Indicate your intentions and commitment to participate in an op and what capacity you'll be acting in. Are you a guest, student, ground support? It's all self explanatory and you can always leave a comment.

Our operations officer Pierre then reviews the information and ensures that we have a tow pilot, instructor and ground support for an operation. Sometime the night before, and in some circumstances the day of (when the call is made regarding weather), an alert is sent out letting everyone know if we are a go or the op is cancelled.

GLIDER EXAM QUESTIONS

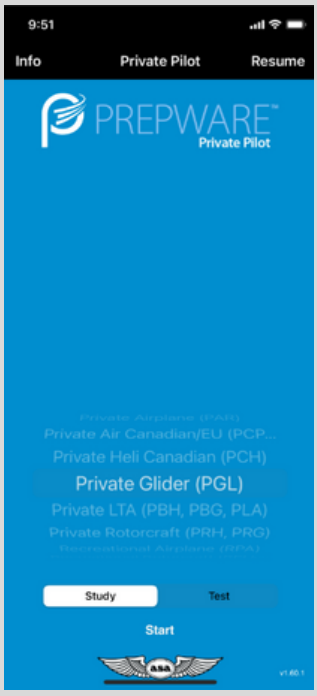
1.Which is normally prohibited when operating a restricted category civil aircraft?
A) Flight under instrument flight rules.
B) Flight over a densly populated area
C) Flight within Class D airspace

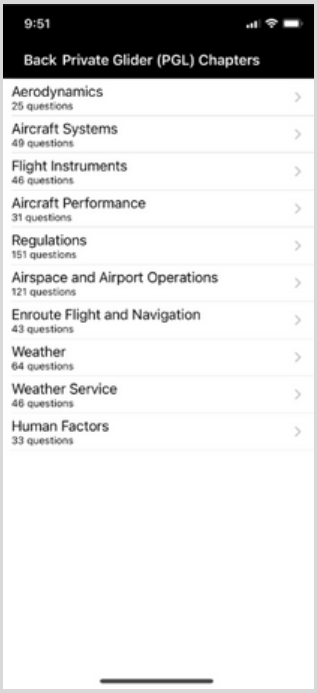
2. The wind at 5,000 feet AGL is southwesterly while the surface wind is southerly. This difference in direction is primarily due to:
A) Stronger pressure gradient at higher altitudes
B) Friction between the wind and the surface
C) Stronger Coriolis force at the surface

3. If a pilot experiences spatial disorientation during flight in a restricted visibility condition, the best way to overcome the effect is to:
A) Rely upon the aircraft instrument indications
B) Concentrate on yaw, pitch, and roll sensations
C) Consciously slow the breathing rate until symptoms clear and then resume normal breathing rate

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Students have been inquiring about the needed materials to prepare for their written, oral and practical exams. They should consider beginning with the ASA Private Pilot Test Prep book and the Prepware Private Pilot app. Setting a goal of a section a week is a good start. The screenshots are from the Prepware study app. I've selected the 'study' tab. This allows to choose which section to practice. The second picture shows the list of chapters to choose from and the app will generate a practice quiz. When ready, you can choose the 'test' tab to generate a simulated FAA practice exam. Students are required to have an instructor endorsement before registering to take the FAA written exam.





Other Useful Links:
Private Glider Checkride by Bob Wander (oral exam prep)
Glider Flying Handbook (Required reading and reference material)
Pilot's Handbook of Aeronautical Knowledge (Required reading and reference)

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

GOOD AND WELFARE

-Andrew Apicos



After a multi year absence, long time LISA member and CFIG Andrew Flor is back in town. Andrew has been away serving his country in the Army reserves and learning to fly Black Hawk helicopters. Andrew is seated in the front seat going through the preflight checklist as he prepares to for his LISA check out.



The new clubhouse sign taking shape on an automated router shown on the left. Many thanks to Jerry for his skill and efforts.



FAMOUS GLIDER PILOTS



Virginia M. Schweizer was a pioneering figure in American soaring and a trailblazer for women in aviation. Growing up in Hicksville, New York, she developed a passion for aviation and became a licensed sailplane flight instructor after World War II. Her career included managing commercial sailplane flight training schools across several states, including New York, Texas, Florida, and Minnesota, until the mid-1960s. Alongside her husband, Paul A. Schweizer, she traveled extensively to promote the sport of soaring. In recognition of her contributions, she was inducted into the Soaring Hall of Fame in 1971

To honor her legacy, the 1-26 Association established the Virginia M. Schweizer Competition Trophy, awarded to the female pilot with the highest average daily score in the 1-26 Championships. This trophy reflects her enduring influence on the sport and her role in encouraging women's participation in soaring.

Virginia M. Schweizer's dedication to soaring and her advocacy for women in aviation have left an indelible mark on the sport, inspiring generations of pilots to follow in her footsteps.





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