NEWSLETTER

SEPTEMBER 2025

VOLUME LXX ISSUE 4



UPCOMING EVENTS

MONTHLY MEETING	SEPTEMBER 27, 2025	BROOKHAVEN AIRPORT
MONTHLY MEETING	OCTOBER 18, 2025	BROOKHAVEN AIRPORT



Mike taking a young student for his intro flight.

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FROM THE ARCHIVES

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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 *-Andrew Apicos*

Dear Members,

As summer slowly draws to a close, with Labor Day and vacations behind us, we look forward to our fall soaring season. Late summer and early fall have traditionally provided more opportunities for lift, so clear your calendars and join us on the flight line!

Board member elections are coming up. Part of the duties of the Election Committee is to canvass and seek out members who are willing and able to serve the club as members of the next Board. You will soon receive a Google Form from the Election Committee, the purpose of which is to gauge interest in each position (President, Vice President, Treasurer, Secretary, Maintenance Officer, Operations Officer, Chief Pilot, and Director at Large).

As our bylaws are currently structured, the office of the President is the only position that is term-limited, with a maximum of two two-year terms. All positions are open, and the responsibility of the Election Committee is to prepare a slate of candidates to be presented to the club by late fall, with elections to follow at the January Meeting/Holiday Party. We're planning to hold the party on Friday evening, January 16, 2026—please save the date!

At the last few meetings, we discussed club finances, particularly as they relate to incorporating the cost of maintenance into the club's fee structure. As many of our long-time members know, LISA has benefited for decades from certificated mechanics within our membership, providing, in effect, "free" maintenance. In recent years, however, many of those members have either passed away, moved away, or retired from active participation. We thank them sincerely for their contributions over the years.



PHOTO: CARMANS RIVER AND WERTHEIM PRESERVE

Looking ahead, any costs associated with hiring an FAA-certificated mechanic will need to be carefully considered. This will require us to begin a broad conversation about how best to address the issue. Currently, we pay monthly dues and maintain a fee structure for the use of club equipment. We will need to review these and adjust our fees and dues to reflect this new reality.

Brez is continuing to work on the LISA App, with the expectation that we will be able to accept credit card payments by the beginning of the year. Meanwhile, I will be examining how other clubs structure their fees and conduct their operations to identify practices that may be useful for us.

See you on the flight line!

SOCIAL MEDIA PRESENCE *-Andrew Apicos*

Club instagram and social media has been a success. Li is working of setting up a shared drive for members to drop their latest videos and photos for publication to our Instagram account. Keep the videos and photos coming!.

Below left is the Freedom Tower at night heading north in the 172 along the Hudson River photo by Anthony.

Below right is a photo by Anthony as he traverses across Manhattan's Central Park towards the east.

If you would like your photo to appear in the newsletter please send it to either myself or Jerry.





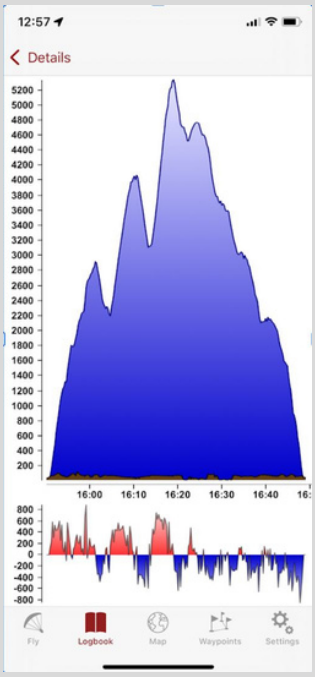
SAFETY AND EDUCATION *-Andrew Apicos*

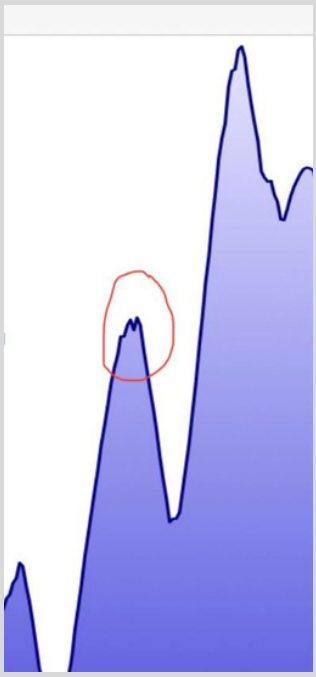
Thermals and thermalling

During the summer I was fortunate on several occasions while instructing and solo flying to enjoy some lift. On one occasion there were two gliders in the sky simultaneously. Therefore, it is worth mentioning that when another glider enters a thermal in which another glider is already thermalling the second glider needs to enter the thermal and turn in the same direction, as the glider that is already present in the thermal.

Secondly, situational awareness of the other glider is of the utmost importance. It's important to consider the possible hazards when two gliders are in the same thermal. The glider that is highest needs to remember that another glider is below and rising. Therefore, once you 'top out' in the thermal you need to move on. So too, the glider climbing below needs to be aware of the glider above.







The three photos above are screenshots from the app (Flyskyhy) that I use to record my flights. The first screenshot was taken just as I 'topped out' on the thermal I had been working for the past five minutes. The blue graphs are an altitude flight profile. The red circle is a close up of when I 'topped out' or reached the maximum height of that thermal, approximately 4,000 feet. Note that the first photograph (left) shows the flight path and it indicates that I've just left that thermal. The black line indicates sink.

At this time I'm looking at the sky and clouds and begin my journey to find the next thermal. I enter the next thermal at 3,200 ft and ride it all the way to 5,300 ft. At this point the sun is lower in the sky and thermal strength has waned. By viewing the blue graph you can see the slow decline in altitude as I seek out the last vestiges of lift. All in all a very nice flight. Students are urged to read up on thermals and soaring techniques in chapter 10 of the Glider Handbook.

SAFETY AND EDUCATION-CONTINUED

You should have received your SSA member cards during the summer. As an SSA member you benefit by enjoying the opportunity to sign up for a free WeGlide "Supporter" membership, which provides for 'advanced flight viewing and analysis capabilities'. It's a way of sharing your flights and viewing other glider pilot flights from around the world. Interestingly, you can view a glider flight in real-time (live tracking) as some pilots have their equipment outfitted with the necessary electronics. I urge all members to sign up for this benefit.

WeGlide
Quantifying Airsports



KEEP THE WINGS LEVEL AND THE YAW STRING POINTING AT YOUR NOSE.

On another note, recently several connectors securing the cowling of the 172 had come loose pushing it forward toward the prop. This was noticed post flight while the 172 was being fueled. The pilot immediately notified several of the officers of the situation and the 172 was grounded until a repair could be implemented. Please remember to conduct a post flight check and report any damage to the equipment immediately so that small problems don't become big problems.



MISCELLANEOUS AND ANNOUNCEMENTS -Andrew Apicos

- Thanks to everyone for helping out with the wing swap. It is now complete and we are awaiting an annual inspection. We expect to have two trainers ready for the fall.

- Please remember to visit the LISA App to check on the status of pending operations. Weather is unpredictable and therefore it's important to check the app before heading out to the airport.

- Please keep a lookout for the Google form in your email regarding our elections.



GLIDER EXAM QUESTIONS

Questions:

1. What minimum pilot certification is required for operation within Class B airspace?

A) Private Pilot Certificate or Student Pilot Certificate with appropriate logbook endorsements

B) Recreational Pilot Certificate

C) Private Pilot Certificate with an Instrument Rating

2. The suffix 'nimbus' used in naming clouds means:

A) a cloud with extensive vertical development

B) a rain cloud

C) a middle cloud containing ice pellets

3. At what altitude shall the altimiter be set to 29.92, when climbing to cruising level?

A) 14,500 feet MSL

B) 18,000 feet MSL

C) 24,000 feet MSL



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

FAMOUS GLIDER PILOTS -Jerry Pokrywka

Sarah Arnold is a CFI, CFIG, and an A&P mechanic on top of being an elite glider racer, representing the U.S. in numerous world gliding championships—including Argentina (2013), France (2021), Hungary (2022), and Australia (2023). She is also the first woman to ever win a World Gliding Championship in an open category — 20m class at the 2024 WGC in Uvalde, Texas (with Karl Striedieck). At her home base, Chilhowee Gliderport in Tennessee, she trains and mentors countless new pilots, inspiring youth and women to pursue the sport and even guiding students to set national records.



Sarah Arnold raises awareness of gliding through public speaking and media, while serving as a role model for U.S. pilots on the world stage. Recognized in both the Tennessee Aviation Hall of Fame and the U.S. Soaring Hall of Fame, Sarah continues to elevate gliding's profile while sharing her passion with the next generation of pilots.





MABEN, New York, the scene of LISA's last two Fly-In Weekends, sits on the crest of a mini-mountain. All roads slope away from the airport, including the new dirt runway. The surrounding mountain ridges cloaked in their annual multi-hued finery, seemingly just for us! Mild weather permitted friends and spectators to spread blankets in the grass and comfortably watch the flying operation; of which there was considerable activity including several off-field landings and other excitement.

On the home front, there was another LISA MILESTONE:

Rudy Suehs Sr. made his 1000th glider flight on Sept. 28, 1975. Fantastic!!!

Another off-field landing has occurred in Club equipment not declared on cross country! It must be emphasized that the Fall season brings with it high winds and strong SINK. Don't get suckered downwind in weak lift. . . .

Kevin Jones soloed on October 5, 1975; Irene Kramar soloed the 2-32 and Dave Parker is a Private Pilot.

Blanik checkouts are proceeding at a steady pace. If anyone is interested, a valuable guide to newcomers and seasoned Blanik pilots alike, "Pilot's Notes" can be had at $3.00 each. Write "Pilot's Notes" % Blanik News, 2680 E. Wardlow Road, Long Beach, Ca. 90807.

L-13 Blanik - Pilot Report

The following is a brief description of my experiences flying the Club's new L-13 Blanik (N48037).

Flying the Blanik is an enjoyable experience. This sailplane is stable, quiet, and responds well to control pressures. There are, however, some important differences between the Blanik and the Schweizer sailplanes.

One of the first differences a pilot will notice is that the canopy opens on the left side of the fuselage. The latch handles inside the cockpit must be moved DOWN to unlock and open the canopy. NEVER move the RED handle on the right side of cockpit in an attempt to open or close the canopy. This handle is for the emergency release of the canopy during a bailout. If this handle is moved on the ground, a tedious and time-consuming procedure is required to re-attach the canopy to the fuselage.

The Blanik has three controls which are not found on the Schweizer sailplanes. These include a wing flap handle on the upper left side of the cockpit, a wheel brake handle on the floor, and a landing wheel extension/retraction handle on the lower right side of the cockpit. During the checkout, a pilot will receive instruction in the function and use of these controls.

Before takeoff, the pilot should adjust his seating position to the rudder pedals by turning the crank on the floor between his legs. The forward pilot should never use a wide cushion behind his back. A wide cushion can jam the rear set of rudder pedals and as a result restrict rudder travel. Remember that solo flights are to be made from the front seat only and that the minimum pilot weight is 150 lb.

Be sure the canopy is locked before takeoff, the canopy latch handle UPWARD and listen for a SNAP sound to insure positive locking.

During the initial takeoff roll, the sailplane will ride on the main wheel and tailskid. As airspeed increases, the tail will leave the ground and the remainder of the roll will be made on the main wheel. The Blanik has a pronounced nosedown attitude while rolling on the main wheel.

The aero tow is normal in all respects. The trim is very effective and it can be used to eliminate most stick forces during aero tow.

Following the release from tow, trim for the desired airspeed and, if desired, raise the landing wheel. The landing wheel extension/retraction handle should be positioned in such a way that the wheel is not only retracted but also is locked in the up position.

In cruising flight, trim for the desired airspeed. All responses to control pressures are normal. During slow flight and speeds just above the stall, there are no "oil canning" noises. The absence of these sounds might cause a pilot not to

recognize the closeness to a stall. Before stall occurs, a slight buffet will be felt and following the stall, there is a tendency for the sailplane to fall off on one wing. Recovery from stalls is positive and complete.

The Blanik will spin readily. Recovery is made by stopping the rotation with rudder pressure and releasing the back pressure on the stick.

While circling in a thermal, the pilot might want to extend his wing flaps for better slow speed performance. When using flaps, the pilot must remember that the maximum flaps extended speed (V_{FE}) is 60 knots IAS. Serious structural damage will result if the V_{FE} speed is exceeded. If wing flaps are extended and airspeed increases, a howling sound will be heard. The pilot can use this sound as a V_{FE} warning signal.

The Blanik can be slipped in either direction without difficulty. The pilot, however, will notice great variations in airspeed indications during slips.

Before the traffic pattern is entered, the pre-landing check list should be completed. Be sure to extend and lock the main wheel before landing. Landings can be made with and without flaps. A steep approach can be made with flaps fully extended. A good approach speed is about 50 knots IAS. Refer to the attached sheet for a detailed summary of Blanik airspeeds.

The Blanik lands with a pronounced nose down attitude when approach speed is maintained until touchdown. After touchdown the pilot should continue the rollout on the main wheel so long as possible. It is extremely important that the wing tips do not touch the ground while the sailplane is in motion. A serious ground loop will result if this happens.

During the rollout, the pilot can apply wheel brake by moving the handle on the cockpit floor. This brake is VERY effective and its application can cause the nose to pitch down and scrape the ground. Back pressure on the stick must be applied when the wheel brake is used.

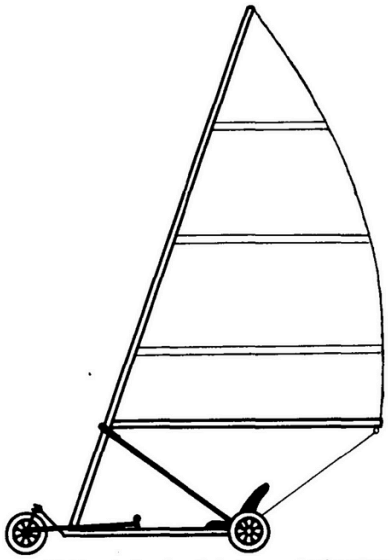
Club rules require that a member be thoroughly checked out in the Blanik before he or she can act as pilot in command. To date, the following sailplane flight instructors can give check rides in the Blanik:

Jim Harkins	Ted Adams
George Jacoban	Paul Hornack
Rudy Suehs, Jr.	Gunars Bumburs

Anyone of the above instructors will be glad to introduce you to the joys of soaring our new Blanik.

Thermally,

Paul Hornack
SSA Instructor
Gold Seal CFI-G



The Mini Landsailer; length between wheel centres 6ft, mast height 15ft.

The above comes as a suggestion from England for use on the inactive runway after placing your name on the list.... or on cloudy but windy days.

Our British friends claim it is easy and inexpensive to build and much fun to race.

They have built a prototype at Lasham and it is proving itself highly manoeuverable.



www.longislandsoaring.com