NEWSLETTER

Brookhaven Airport — Shirley, NY — September 2026



FLYING GLIDERS SINCE 1955

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LONG ISLAND SOARING ASSOCIATION
EST. 1955
LONGISLANDSOARING.COM

CLUB OFFICERS

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

President's Report

As we move toward the end of peak soaring season, it's a good time to take a moment to reflect on what has been a very productive and memorable summer for the Long Island Soaring Association.
One of the less visible, but most important, accomplishments this quarter has been the progress we've made on the annual inspections and maintenance of our fleet. Keeping our aircraft airworthy is a tremendous responsibility, and the work that goes into completing the annuals often happens quietly behind the scenes. This quarter, we've made excellent progress in completing the fleet's inspections and addressing the maintenance items that inevitably arise from operating a fleet of well-used aircraft and sailplanes. Make sure to give a big thank you to Craig, Brian, Mike Hanson, and Andrew next time you see them out on the field for all the hours they've put in behind the scenes. We're working to stagger the annuals to avoid the hiccups we faced this year. Of course, the real reward for all that preparation is getting the airplanes into the air. And what a summer it has been!

We've been treated to some truly impressive soaring conditions, with strong thermals providing memorable flights and plenty of opportunities to stretch our skills. There have been days when the lift seemed to go on forever, with sailplanes climbing steadily and pilots making the most of the kind of conditions that remind us why we fell in love with soaring in the first place. Whether you were working on improving your thermalling technique, or simply enjoying a beautiful afternoon circling in a strong thermal with the Long Island landscape below, this summer provided plenty of moments worth remembering.

Another area where we've made significant progress is our website. Brez has been working to make it more useful, accessible, and easily operable. The improvements make it easier for members and prospective members to find information, understand our operation, and stay connected with what's happening at the club. We've also increased visibility for members on reservations, fleet status, maintenance squawks, added a merchandise store, etc. We're pleased to have made it a more welcoming and useful one for LISA.

While it's easy to focus on airplanes, weather, and flying when we talk about the season, none of this happens without the people who make the operation work. I want to offer a very sincere thank-you to our operational staff and everyone who contributes their time and effort to keeping the club running. From preparing and maintaining the aircraft, to getting the flight line organized, handling launches, scheduling, instruction, and all of the countless small tasks that may never make it into a newsletter, your work is what makes our flying possible.

As we head into the remainder of the season, I hope everyone gets a few more opportunities to enjoy the great flying that Long Island can offer. Thank you to everyone who has helped make this year such a successful one, and especially to those who continue to give their time and energy to LISA.
I look forward to seeing you at the field.

Katelyn Erthal
President



Safety & Education-Convergence Lift

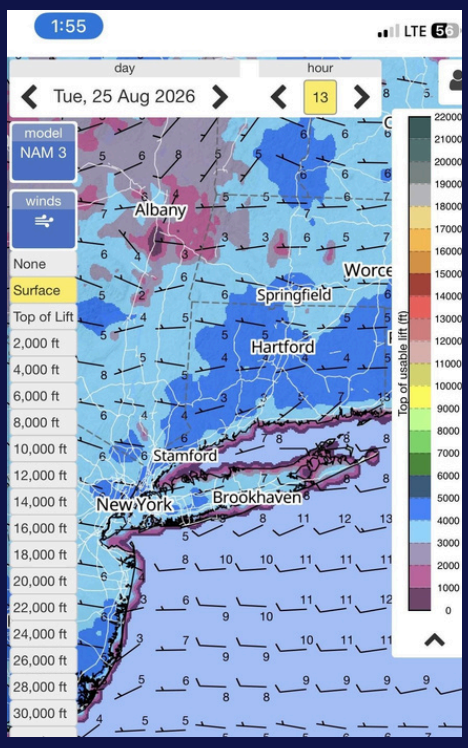
By Andrew Apicos

Students are encouraged to keep up with their reading. Chapter 9 of the Glider Flying Handbook (FAA-8083-13A) presents a thorough review of Soaring Weather. Our home glider port sits on as strip of land approximately 10 miles wide, surrounded by water on both sides. Mountains can provide opportunities for wave soaring, slopes for ridge soaring, and oceans for Convergence lift.

The photo below was taken at Orient Beach Park State Park located at the end of the North Fork. The panoramic view shows a clear line of clouds stretching from the east (left) Montauk Point all the way west towards Brookhaven. The thickest band of clouds are over Westhampton Beach, where Gabreski airport is situated. Convergence lift (sea breeze front) occurs when cooler air from over the ocean moves overland due to lower pressure of the air over the land that has been heated by the sun. This can produce lift, and we've experienced this at Brookhaven many times.



Take a look at the screenshot of the XC Skies app which I use that forecasts soaring conditions. The forecast predicts lift to be between three and four thousand feet. Winds are also depicted (westerly), in the case shown below I have it set for 'surface' marked in yellow on the left. Winds can be shown in 2,000 ft increments.



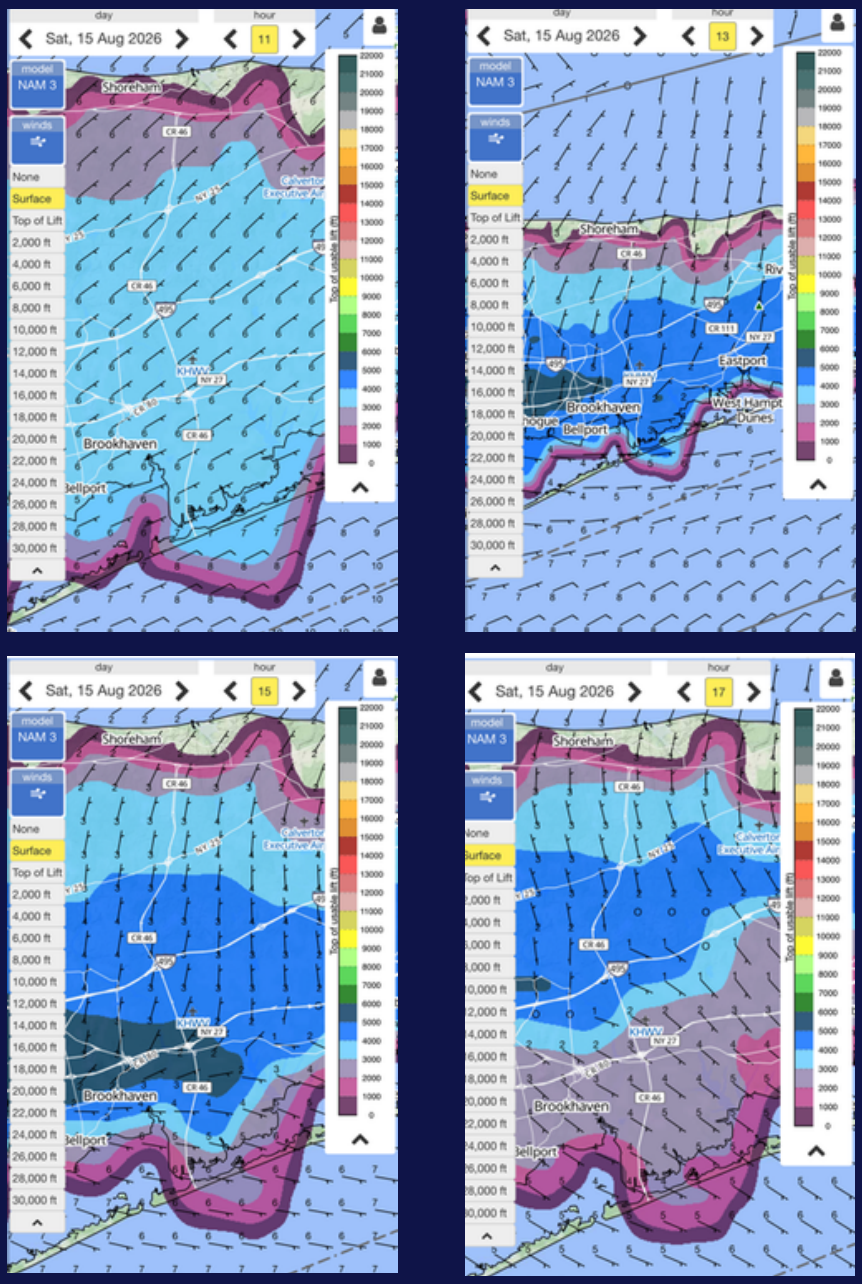
There are a many different weather models to choose from. I have it set for NAM 3, top left. NAM 3 (North American Mesoscale) is one of the many computer models used in producing weather forecasts. The 3 in the model represents a 3km square (other models have 12km resolution), this models is run 4 times a day and can forecast out 60 hours. I've used this app for many years and have found this model to come closest to observed conditions.

Safety & Education-Soaring Conditions

By Andrew Apicos

On Saturday, 8/15, we saw extraordinary soaring conditions over Brookhaven, KHWV. XC Skies showed a very promising day. Take a loook at the 4 screenshots showing 11:00, 13:00, 15:00 and 17:00 hours.

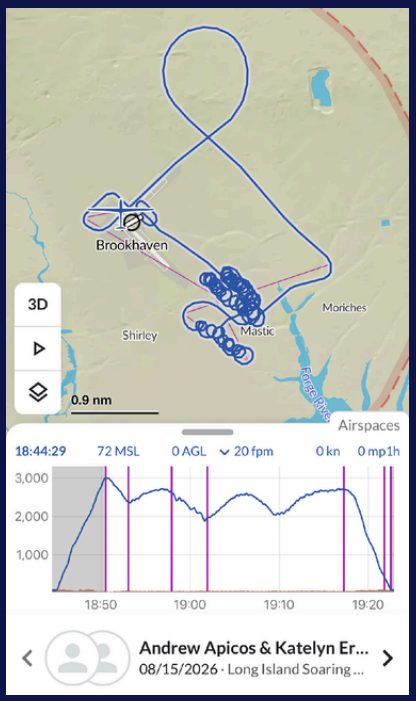
Lift was predicted to begin late morning and end by 5 pm. The prediction included projections that lift could top out at 6,000 feet. As it turned out lift was present until 5 pm but it topped out just above 4,000 feet. Predictions show lift to be best toward the south.



Safety & Education (Continued)

By Andrew Apicos

The four WeGlide screenshots show glider flights south of the airport as predicted. Saturday saw two flights in the 1-26 longer than 1 hour. At 11:08 Aidan departed in the 1-26 for a 98 minute flight. He said he would have stayed up all day but had prior commitments. Jacob, waiting his turn in the queue, departed in the 1-26 just after 1 pm for a 78 minute flight (See his WeGlide trace below). Meanwhile yours truly spent the day flying a parade of students in the 2-33B. Each waited anxiously for their chance to fly, experience thermalling and learn its techniques.

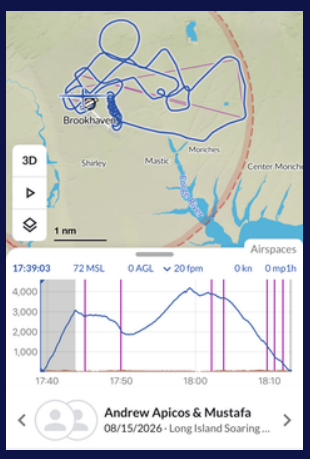


Beginning with Barry; Mustafa, Sam, Katelyn, Gerry and George each had flights lasting a 1/2 hour give or take. With each having the chance to thermal. The final flight of the day departed at 17:03 and ended at 17:27. During the flight we were able to ride the final lift that Mother Nature had to offer. Yes, Brookhaven does offer awesome conditions and the opportunity to soar.



I've posted the flights from to WeGlide. If you haven't already done so please take the time and sign up for your own WeGlide account. It's a benefit available to you as a member of SSA. Copilot an additional application has been added and one of its many functions is that it can log your flights for posting to WeGlide. A special thanks to Brian and Wayne for sharing towing responsibilities and everyone that helped out with ground support.







Craig going up for a well earned flight after spending many hours in the hangar.



Pierre's favorite spot to park his Bonanza.



Andrew and James, our new A&P mechanic, heading up for flight.



June work party crew.



Shawn teaching Lucas how to fix the tow rope.



Brian working on his hours....



Andrew taking a guest for an intro flight.



Our home field from above.



Shawn taking a veteran for an intro flight.



Shawn & Mustafa ready for a thumbs up.



Mustafa & Raimond going through final pre-flight checks.



8/15/26 OPS in full swing.

Soaring Movie Trivia

By Andrew Apicos

Very few movies feature gliders and/or soaring. Take a look at the two frame shots below to see if you can: name the Movie, Actor, Actress, Movie release year, make and model of glider, and lastly name the glider pilot that actually flew.





Mile High Gliding Experience

By Jerry Pokrywka

Over the April break I was fortunate enough to spend some time in Colorado on a family trip. As any one of us would do, I looked for a gliding spot and Mile High Gliding in Boulder was highly recommended.



Their fleet includes Schweitzer models 1-34, 2-33, and a 2-32 that served in the Vietnam war as a spy glider. Since it was a family trip, I opted to have Captain Dan Swenson take me and my son for a flight over the surrounding area, with views of the continental divide and the high peaks.



Once we were released west of Boulder, we circled around the surrounding peaks and enjoyed amazing views that I wasn't used to...there was no ocean in sight. We could only see the high peaks of the Rockie Mountains to the west and the Great Plains to the east. The flight topped out at around 10,000' and took about 35 minutes.

While it was dissapointing to learn that the rear flight controls of the 2-32 are removed for a 3 person flight, and I wouldn't be able to take controls of the glider, I couldn't be happier to share this experience with my son.



Mile High Gliding Experience Photos

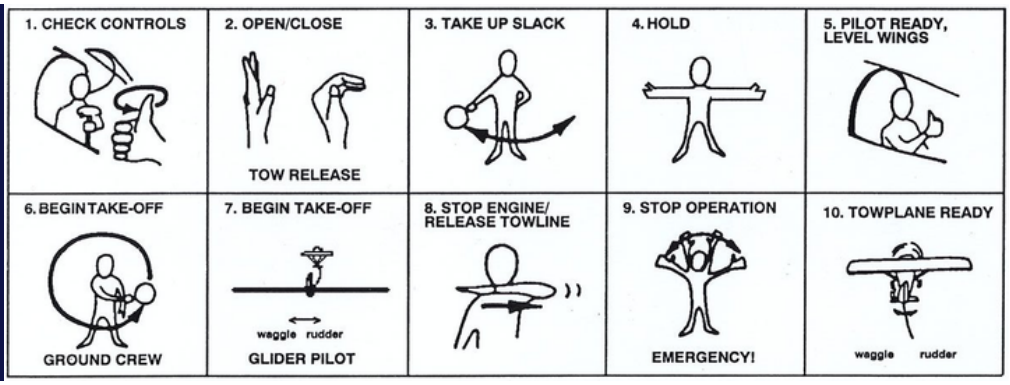
By Jerry Pokrywka



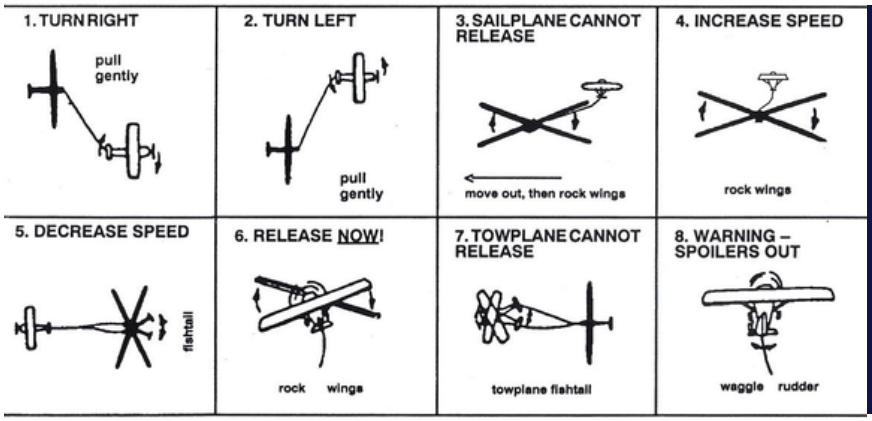




AMERICAN SOARING GROUND SIGNALS



AMERICAN SOARING AIRBORNE SIGNALS



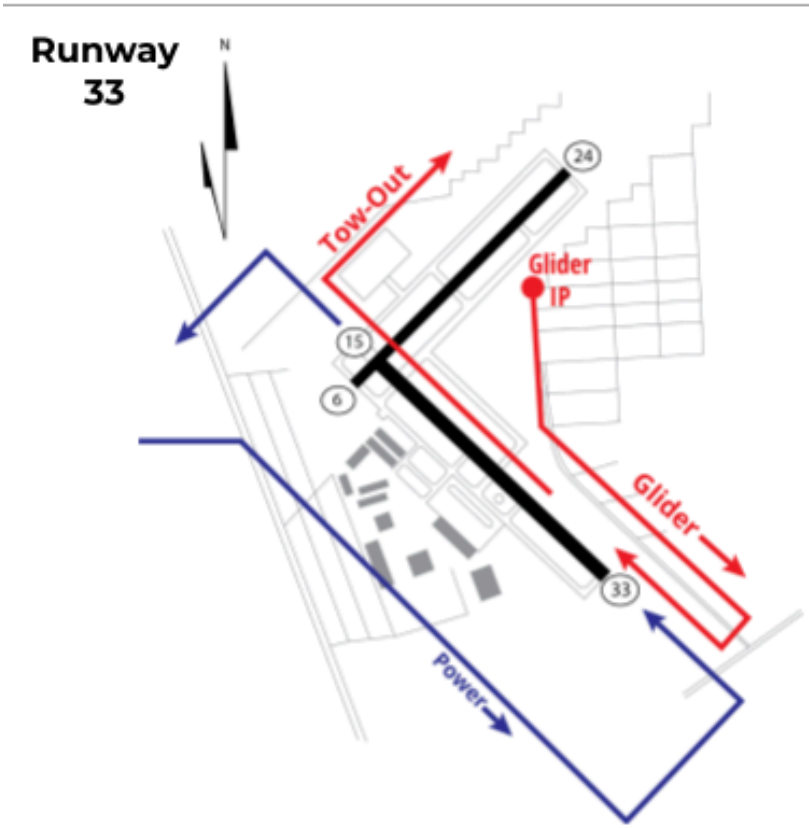


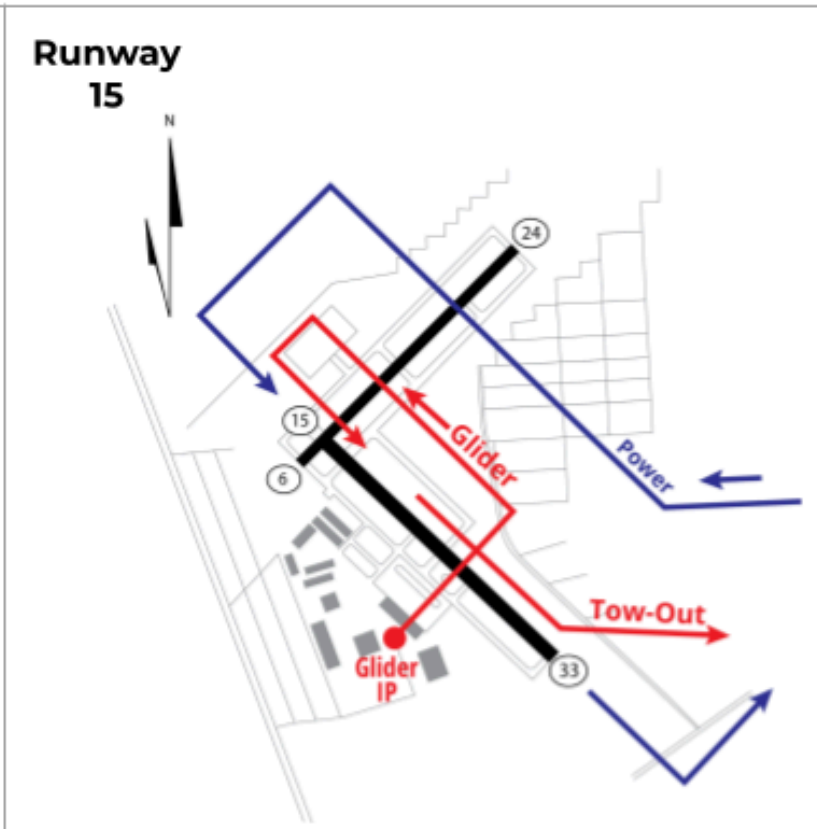
The 2-33B landing on runway 06

Recommended Links

Soaring Society of America
Wing Runner Course
WeGlide
Aviation Weather
Glider Flying Handbook
FAA's Practical Test Standards for Gliders

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

