



# NEWSLETTER

## JANUARY 2026

VOLUME LXXI ISSUE 1



### UPCOMING EVENTS

MONTHLY MEETING	FEBRUARY 21, 2026	BROOKHAVEN AIRPORT
MONTHLY MEETING	MARCH 21, 2026	BROOKHAVEN AIRPORT
1-26 SOARING DEVELOPMENT CAMP	JUNE 28-JULY 4	MID-ATLANTIC SOARING ASSOCIATION FAIRFIELD, PA



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### CLUB OFFICERS

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

### Contact Information

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



## **OUTGOING PRESIDENT'S MESSAGE**    *-Andrew Apicos*

Dear Members,

It's been a pleasure serving as president over the past four years. It would be an understatement to say that my time in this role went by quickly. LISA has been a club for 70 years, and I am glad to have played a part in keeping it operating for even a small fraction of that time.

There will be challenges and opportunities ahead for the new board. With clear vision, collaboration, and action, LISA will continue to thrive. Although LISA recognizes and awards the tow pilot with the most tows and the instructor with the most flights, it's important for all of us to remember that the 2nd, 3rd, and 4th place finishers are just as important. It's all of us working together that keeps LISA up and flying.

I am confident that the new board, under the leadership of President Katelyn Erthal, will further strengthen and grow our club. As always, I'll see you on the flight line.

~Andrew



**ANDREW CONGRATULATING KATELYN ON  
BECOMING THE NEXT PRESIDENT OF  
LONG ISLAND SOARING ASSOCIATION**

## **INCOMING PRESIDENT'S MESSAGE** -*Katelyn Erthal*

Dear Members of the Long Island Soaring Association,

As we close out another successful year and move into 2026, I would like to take a moment to reflect on where we've been and where we're headed as an association.

First and foremost, I want to extend my sincere thanks to the 2024-25 Board for their dedication, professionalism, and countless hours volunteering their service to LISA. It has been a privilege to work alongside Andrew, Joe, Brez, Ryan, Brian, Pierre, and Mike.

Over the past two years this board has helped strengthen the operational foundation of the club, maintain high safety and training standards, keep our fleet flying, and foster a welcoming and engaged soaring community. From day-to-day operations to long-term planning, your efforts have positioned LISA well for continued success, and the membership is better for it.

At the same time, I am excited to welcome and congratulate the 2026-27 Board as they step into their new roles:

Katelyn Erthal, President

Andrew Apicos, Vice President

John Bresnik, Treasurer

Brian Robey, Chief Pilot

Pierre Grellet-Aumont, Operations Officer

Craig Rhein, Maintenance Officer

This new board brings a strong mix of experience, continuity, and fresh perspective. With solid leadership and a shared commitment to safety, growth, and excellence in soaring, I am confident that 2026 will be another outstanding year for our association. I look forward to seeing continued progress in operations, training, aircraft care, and member engagement as we build on the momentum already in place.

Thank you to all who have served, and thank you to those stepping up to serve. LISA remains strong because of the passion and dedication of its volunteers.

Blue skies and great soaring to all as we head into 2026!

Sincerely,

Katelyn Erthal

President-Long Island Soaring Association

## **ANNUAL HOLIDAY DINNER** -Jerry Pokrywka



Our annual holiday dinner brought LISA members together for an evening of connection, laughter, and shared stories. We are grateful to all who attended and especially to Andrew for planning the event, offering an inspiring speech, and helping create a memorable night. The evening closed with awards that highlighted the hard work and spirit of our members. It was very inspiring to see all the names listed on the trophies year after year. It's a very good reminder of just how long our club has been serving the soaring community.

### **2025 AWARDS**

**MOST INSTRUCTIONAL FLIGHTS**  
**ANDREW APICOS**  
**86 FLIGHTS**

**MOST TOWS**  
**PIERRE GRELLET-AUMONT**  
**145 TOWS**

**LONGEST FLIGHT**  
**ANDREW APICOS AND LI WANG**  
**1 HR 37 MINUTES**

**NOTEWORTHY CONTRIBUTION**  
**JOHN BRESNIK**



## SAFETY AND EDUCATION -Andrew Apicos

Winter is firmly upon us, and with that we need to remind ourselves of the potential for ice formation in the wings and fuselage of the gliders. Consequently, a thorough preflight of a glider is in order. Ice in the tail region can lead to the CG of the glider being moved further aft. A tail heavy glider can be extremely difficult to control.

For a more thorough discussion of how CG affects glider performance, students are encouraged to review chapter 5 section 12 of the latest edition of the [Glider Flying Handbook](#).

Ice accumulation in the wing can also adversely affect glider performance. During preflight inspection, ice in the fuselage can be viewed by a simple visual inspection.

Ice in the wings can be determined by holding the wings level and letting go (after the tie downs have been undone). The wings should stay level for a second or two and then drop to one side. An immediate, precipitous drop to one side or the other can indicate ice in the wing.



Students should also be aware of the weather conditions leading up to an operation. Successive freeze-thaw cycles allow ice or snow to melt during the day and the water to work its way into the glider. With freezing temperatures following, ice can form. Another concern is the presence of frost on the wing surfaces, which in turn will negatively affect lift. Frost needs to be fully removed from the wings before flight. This can be accomplished with the help of a broom and direct sunlight.

## LISA MEMBER HIGHLIGHT-MIKE HANSON

-Andrew Apicos & Jerry Pokrywka

Mike Hanson has been a dedicated member since 2007. He served as LISA president from January 2018 through January 2022, and later stepped into the treasurer role after the passing of long-time LISA treasurer Rudy Suehs. Over the years, he has also taken on responsibilities as vice president, director at large, and assistant treasurer. In that role, Mike carefully reviewed landing fee information to ensure the club wasn't overcharged and entered all data into the billing system.

Beyond administrative work, Mike is always ready to lend a hand. He helps move gliders for inspections, assists with engine replacement projects, and takes on everyday tasks like stocking water, returning empties, and mowing the lawn. As an active flight instructor and field manager, he can be found helping on the flight line nearly every weekend.



Among LISA's trophies, Mike's name appears often, including awards for flight instructor of the year and longest flight of the year. For 19 years, he has been reliable, generous with his time, and always willing to go above and beyond for members and the club. Since he's been an integral part of the club for such a long time, we caught up with him and asked a few questions on his experience with the club. Here's what he shared:



Q: How long have you been a member, and what first drew you to join the club?

A: I arrived on Long Island in October 2006. A month later, I met someone at a dance who owned a plane and invited me for a flight. After landing, I spotted a row of gliders as we taxied in. Curious, I asked about them and learned there was a glider operation on the field. I went to the terminal, found contact information, and reached out to Inta Kraft (Director at Large at the time). She invited me to a holiday party, where I met many club members. The following day, we gathered again at the clubhouse. Soon after, I completed my three intro flights and became a member as quickly as I could.

## LISA MEMBER HIGHLIGHT (CONTINUED)

Q: How has being part of the club shaped your flying career or life in general? Are there any memorable flights or experiences with the club that stand out?

A: Before joining the club, I hadn't flown in nearly 20 years. The club gave me the perfect way to reconnect with flying. I enjoyed the weekend flights, and when a member suggested I consider instructing again, I eventually decided to dive back in. Since then, I've been very active and feel like I've truly found an aviation home.

As an instructor, sending a student on their first solo is always the moment that makes me the most anxious, but afterward it becomes one of the most satisfying experiences. I've enjoyed seeing students reach big milestones, watching members grow into instructors, and seeing others build toward an airline career.



*Thank you Mike for contributing so much of your time and effort to our club. You manage to be a mentor, a peer, and a true friend all at once. We are lucky to have you!*

## GLIDER EXAM QUESTIONS

Questions:

1. Which is the correct traffic pattern departure procedure to use at a noncontrolled airport?
  - A) Depart in any direction consistent with safety after crossing the airport boundary
  - B) Make all turns to the left
  - C) Comply with the FAA traffic pattern established for the airport
  
2. Wing tip vortices are created only when an aircraft is
  - (A) Operating at high speeds
  - (B) Heavily loaded
  - (C) Developing lift
  
3. An indication that a glider has begun a turn too soon on aerotow is that the
  - (A) Glider's nose is pulled to the outside of the turn
  - (B) Towplane's nose is pulled to the outside of the turn
  - (C) Towplane will pitch up

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

## LISA GROUND SCHOOL -Jerry Pokrywka

Although glider ops were cancelled on 1/31/26, LISA brought members together for a ground school session led by our newer member and CFII, David Restrepo. He covered the weather basics as they relate to sailplanes and aircraft. That included topics such as air movement and the forces shaping it, surface analysis charts, atmospheric stability, dew point, and temperature inversions.

Big thanks to Katelyn for organizing this event and to David for sharing his knowledge. More sessions are on the way. Be sure to sign up to brush up on your aeronautical knowledge and to connect with other members of the club.





FEBRUARY ISSUE - 1967

Editor: John Mainwaring

NOTICE OF OUR NEXT MEETING

Wednesday, Feb. 15, 8PM at the Bavarian Inn,  
Portion Rd, Ronkonkoma

PRESIDENT'S MESSAGE: I am very happy to report to the entire membership that at the last meeting LISA voted to buy a brand new Cessna 150. When the LISA membership extended the honor to me by electing me president, I pledged to back the 2-32 and the Cessna 150. As you know, we got the 2-32 first, and the usage has been very good. At that time the membership decided not to go ahead with the 150; however, during the past several months we found our Skyhawk being used to such a great extent that there were frequent times when members could not get an airplane to fly. Very soon we will have our new machine; Henry Ozina and his committee have been contacting members regarding bonds and he reports to me that the entire amount has been committed at this time. Henry and his committee are to be commended, both for raising the money and coming up with some realistic cost per hour figures to fly the machine. These, will be released at the next meeting. Congratulations to all of you, for backing the purchase of the new airplane.

Harold F. Smith

HIGHLIGHTS AND FLYERS: In December 24 LISA members flew gliders - 21 powerplanes. For 1966 LISA members had 923 tows; the Skyhawk flew 506 hrs. - the PA-18, 48 hrs., exclusive of tows. Miles Coverdale's trip thru the Andrew AFB pressure chamber proved fruitfull one week later when he garnered a Gold Altitude Leg and a Lenny award over Pikes Peak, Colorado. His accompis - Gunny Bumburs made 10 flights in unfavorable wave soaring conditions - but returns to us with excellent views of needed wave soaring instrumentation.

NEW MEMBERS (Welcome to our club):

Paul Hornack - Farmingdale, N.Y., phone - CH 9-5136  
Bob Ibanez - St. James, N.Y., phone - JU 4-5413

LOST MEMBERS (Good Luck fellows):

Henry Ibanez (Bob's father) transferred out of the country  
Stephen Yokemick

