



# HAPPY HOLIDAYS

## NEWSLETTER

DECEMBER 2023

### UPCOMING EVENTS

**MONTHLY MEETING      JANUARY 20, 2024      SHANDON COURT**

#### **PRESIDENTS MESSAGE- Andrew Apicos**

Dear Members,

Before I entered the teaching profession, I worked as a supervisor for UPS. Safety was an integral part of the daily sorting operation. Everyday, we'd use the phrase "a planned day is a safe day" to remind drivers and sorters to think ahead and be safe. We do the same with each and every operation. Before beginning a takeoff roll, pilots in both towplane and glider are briefing emergency procedures. The wing runner is watching for incoming and departing traffic that may be a factor for a safe takeoff. Pilots listen to radios for traffic and form a spatial image in their mind's eye for any potential threats. While we're waiting our turn and sky watching, looking for indications of lift, we should also take time to discuss and plan our own flight using a map to determine likely thermal areas or forming a triangular pattern to fly. A more formalized approach to flight planning should make a more enjoyable, successful, and safe flight.

Wishing everyone a Happy New Year and hope to see you at the Holiday Party!

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#### **CLUB OFFICERS**

<i>President</i>	<i>Andrew Apicos</i>
<i>Vice President</i>	<i>John Hoge</i>
<i>Chief Pilot</i>	<i>Brian Robey</i>
<i>Operations</i>	<i>Stephen Cluff</i>
<i>Maintenance</i>	<i>Ryan Jacobellis</i>
<i>Secretary</i>	<i>Joe Grossmann</i>
<i>Treasurer</i>	<i>Mike Rudolph</i>
<i>Director at Large</i>	<i>Gerry Issacson</i>
<i>Newsletter/Editor</i>	<i>Stephen Cluff</i>

#### **Contact Information**

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**222 Grand Avenue**  
**Shirley, NY 11967**  
**(631) 578 8596**

[www.longislandsoaring.com](http://www.longislandsoaring.com)

## OPERATIONS - Stephen Cluff

We accumulated a total of **76** glider flights in November as detailed below in **Table 1**.

**Longest Glider Flight in November: 44 Minutes** by Andrew and Alex on **11/11/2023**.

**TABLE 1 - GLIDER OPERATIONS**

Date	Total	Instruction	Student Solo	Intro Flights	Other	Notes
11/4/23	16	7	3	3	3	Tow Pilot: Pierre Instructor: Andrew Field Manager: Ryan
11/5/23	14	8	3	2	1	Tow Pilot: Brez Instructor: Shawn Field Manager: Craig
11/8/23	7	5	1	1	0	Tow Pilot: Steve Instructor: Shawn Field Manager: Mike H.
11/11/23	8	4	4	0	0	Tow Pilot: Brez Instructor: Andrew Field Manager: Ryan
11/12/23	14	11	1	2	0	Tow Pilot: Wayne Instructors: Shawn/ Brian/Mike H. Field Manager: Joe
11/19/23	9	5	4	0	0	Tow Pilot: Brez Instructor: Shawn Field Manager: Joe
11/25/23	8	6	1	1	0	Tow Pilot: Brez Instructors: Andrew/Shawn Field Manager: Ryan

The Club 172 (N5361K) flew **15.9** hours and the Pawnee tow plane (N7372Z) accumulated **10.8** hours in October.

### Operation Notes:

Cold weather operations are in effect. For 172 pilots, please use the cowl blanket and plug the preheater in after tie down. Shawn Simms will be checking the schedule daily and setting the timer to go on 2 hours before to one hour after the start of your reservation time. There is no reason to do anything else **UNLESS you make a reservation less than 24 hours in the future or you change your expected start time with less than 24 hours notice**. In the event either of those conditions are met please text Shawn at **(516)-607-6593** with the details. The Pawnee preheater will come on every Saturday and Sunday from 7-11 AM. If there are any weekday operations planned, cancel your reservation, or have any questions about this procedure, please contact Shawn.

Be mindful of frost and ice buildup on and within control surfaces, which can reduce lift up to 30% and increase drag up to 40%. Also, check inside glider wings for ice buildup before each flight, especially after heavy rains and sleet.

# MAINTENANCE - Ryan Jacobellis

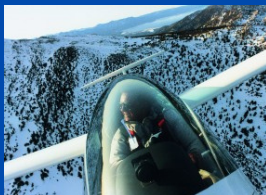
TABLE 2 - AIRCRAFT STATUS

Aircraft	Status	Notes	Annual Due
N2055T (SGS 2-33A)	Grounded	Glider repairs in progress	New Annual Pending Repair
N17956 (SGS 2-33B)	Active	No significant issues	August 2024
N65918 (SGS 2-33A)	Active	No significant Issues	May 2024
N17917 (SGS 1-26E)	Active	No significant Issues	May 2024
N7365 (SGS 1-34)	Active	No significant issues	June 2024
N7372Z (PA-25-235)	Active	No significant issues	May 2024
N4016Z (PA-18-150)	Grounded	Engine re-installation in progress	New Annual Pending Repair
N5361K (Cessna 172)	Active	No significant Issues	September 2024

# SAFETY AND EDUCATION

## FAMOUS GLIDER PILOTS

Clifford Parker Robertson III (September 9, 1923 - September 10, 2011) was an American Academy and Emmy award winning actor and accomplished commercial power, glider and balloon pilot with instrument, multi-engine, and seaplane ratings. At 13, Robertson cleaned airplanes in exchange for airplane flights at Speer Airport in California. This experience inspired him to not only become a certificated pilot, but also the founding chairman of the Experimental Aircraft Association (EAA) Young Eagles Program. An avid glider pilot, Robertson flew his Grob Twin Astir out of Minden Nevada for 16 years where he achieved a Diamond altitude of 26,000 feet.



Above: Robertson soaring above the Sierra Nevadas. When asked his favorite type of flying, Robertson responded: "Nothing is more purer than pure gliding. To be environmentally sensitive for a moment, that's because you're not burning fossil fuels and you're not bruising or abusing the environment. You're working with nature, so there is purity there. There's also a sense of pride that once you're up there, you're on your own."



Above: President John F. Kennedy specifically requested Robertson portray him in the film *PT-109* in 1963.

Below: Robertson earned Best Actor for the film *Charly* in 1968.



## Glider Exam Questions

- During the entry to a right turn, the nose of the aircraft swings slightly to the left before it swings along the horizon to the right. This is called a
  - Slipping entry, caused by excessive right rudder pressure.
  - Skidding entry; more right rudder pressure and less right aileron pressure should have been applied.
  - Slipping entry; more right rudder pressure should have been applied for the amount of aileron pressure being used.
- To minimize the side loads placed on the landing gear during touchdown, the pilot should keep the
  - Direction of motion of the aircraft parallel to the runway.
  - Longitudinal axis of the aircraft parallel to the direction of its motion.
  - Downwind wing be lowered sufficiently to eliminate the tendency for the aircraft to drift.
- If an emergency situation requires a downwind landing, pilots should expect a faster
  - Airspeed at touchdown, a longer ground roll, and better control throughout the landing roll.
  - Groundspeed at touchdown, a longer ground roll, and the likelihood of overshooting the desired touchdown point.
  - Groundspeed at touchdown, a shorter ground roll, and the likelihood of undershooting the desired touchdown.
- On final approach to landing, faster than normal indicated airspeed should be used when
  - Turbulent conditions exist
  - Ambient temperatures are above 90F
  - Landing at airports above 5,000 feet MSL with above standard temperature conditions.

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

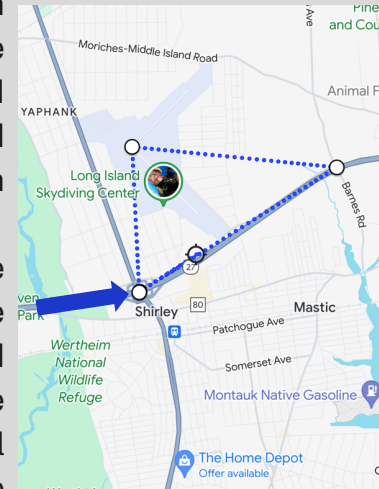
## Setting Up and Flying a Triangular Course - Andrew Apicos

In this month's President's Report, I mentioned using a map in order to plan a task and/or to mark the most likely areas where thermals may be present. On November 11, 2023, I planned and executed a triangular task with two student pilots, Jacob and Alex. Both flights proved to be instructive and valuable each in its own way. Jacob and I flew the first task as shown in **Figure 1**.

The winds that morning were 7 knots out of the southeast. The planned task would begin at 4,000 feet above exit 58 on Sunrise Highway 27 at the blue arrow tip. The first leg of the task would be flown downwind in an easterly direction above Sunrise Highway toward the first turn at Barnes Road. Task shape, total distance, and direction flown must be determined by the direction of the winds that day coupled with the overall performance of the glider and the presence or absence of thermals. The task pictured is 5.22 miles. Choosing to begin above the clover leaf at exit 58 and preceding east in a counterclockwise direction built in the most margin for safety. We are traveling away from the airport, a distance of 2 miles, at our highest altitude to the furthest turning point Barnes Road. From Barnes Road, we turn left and fly northeast toward the intersection of runway's 24 and 33 - an additional distance of 1 3/4 mile for a total distance of 3 3/4 miles from the start. You will notice that if we were to have encountered sink on this leg of the task traveling toward the runway intersection, we would have been able to abort the mission and enter the pattern for runway 15 and land safely. Aborting the mission due to a lack of altitude, always continues to be an option for pilots for the remainder of the task.

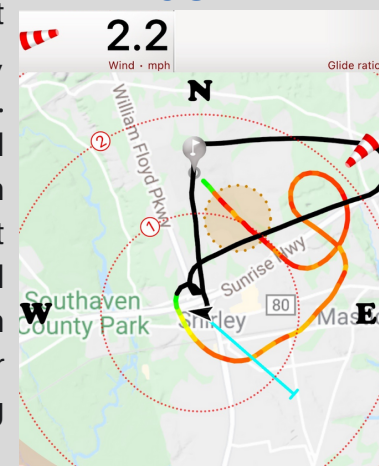
**Figure 2** shows a screenshot trace of the path flown at the point of task completion. Our altitude at task completion was 1,844 ft, leaving more than enough altitude to reach the IP for runway 15. The takeaway for this flight - turnpoints should be crisp and clean. What you see on the map and what's seen from above in the glider is not always easy for students to interpret. Flying at best L/D while holding the course needs practice. Advanced students and solo pilots will find themselves challenged in preparing for and executing a task, which will make them better pilots. Remember, on days with strong lift there is equally strong sink, therefore plan with your instructor accordingly.

### FIGURE 1

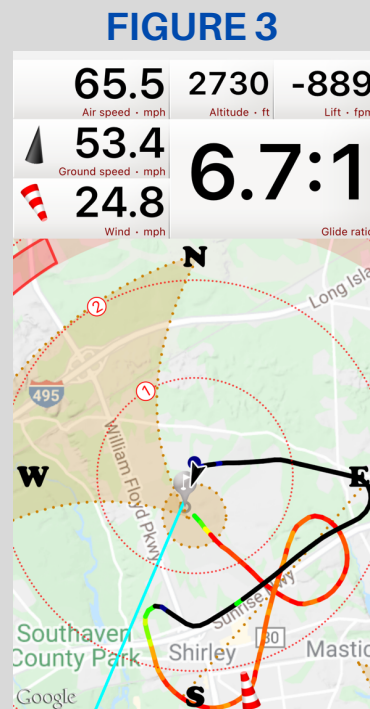


*How was the size of the triangle determined? Using the rule of thumb safety margin  $\frac{1}{2}$  the glide ratio of the 23 to 1 glider used is calculated [ $\frac{1}{2} \times 23 = 11.5$  to 1]. Starting at 4,000 ft for a planned IP at 1,500 ft gives us 2,500 ft of altitude to work with. Therefore, [2,500 ft x 11.5 yields 28,750 ft] which is equal to the expected distance we can travel. Converting 28,750 ft to miles yields 5.44 miles that we can safely fly [28,750 ft divided by 5,280 ft/mile]. These calculations are a starting point to begin your planning. Wind direction and winds aloft need to be factored in determining the direction and size of a triangle along with the presence and absence of lift and skydivers!*

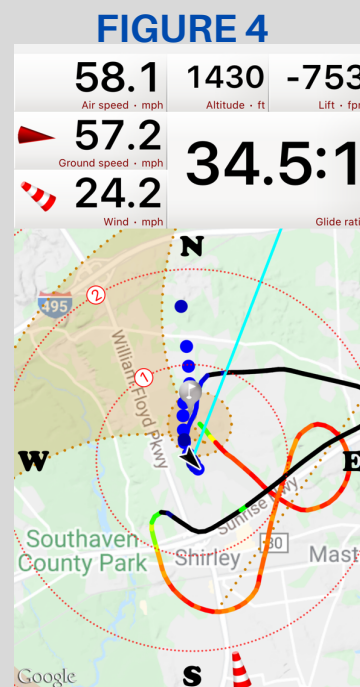
### FIGURE 2



I flew with Alex for the second attempt at the planned task. During the first flight with Jacob, a low level wispy, virtually clear scud layer was present. What was not a factor on the first flight, became a factor on the second flight that necessitated an emergency descent. A change in temperature and or moisture content thickened the scud layer in a matter of minutes. We entered the task much cleaner on the second attempt and again flew toward Barnes road with the wind at our back. When we made the left turn at Barnes road and headed northeast toward the intersection of the two runways, we noticed a thickened scud layer. There was a wide and long rectangular opening that we descended through with our dive brake fully deployed. **Figure 3** shows the screen shot of the two task legs completed and represents the point where dive brakes were fully deployed beginning the emergency descent. Interestingly, our altitude is 2,730 ft indicating that had conditions not deteriorated, we would have easily finished our task.



**Figure 4** shows a screenshot of the emergency descent to touchdown, as well as, the key takeaway from this flight that conditions can change rapidly and practice makes perfect. On the second attempt, my briefing of the task improved along with the instruction given at altitude during the flight, making for a cleaner triangle. I'm looking forward to continuing to set up and complete tasks with students. It would be great to see certificated pilots getting into the act and sharing their successes and failures as well. For more detailed information please reference:



**Glider Pilots Handbook Chapter 11, Cross-Country Soaring**  
[https://www.faa.gov/sites/faa.gov/files/regulations\\_policies/handbooks\\_manuals/aviation/glider\\_handbook/gfh\\_ch11.pdf](https://www.faa.gov/sites/faa.gov/files/regulations_policies/handbooks_manuals/aviation/glider_handbook/gfh_ch11.pdf)

## MEMBERSHIP

The ongoing health of our club rests in no small part in each of us stepping up to take the additional responsibility of club governance and passing those duties and knowledge along when the time comes. Although our bylaws allow for nominations up to and at the January meeting when the elections are held, things are better handled earlier rather than later.

The initial slate of candidates for all open positions are as follows:

President - **Andrew Apicos**

Vice President - **Joseph Grossmann**

Chief Pilot - **Brian Robey**

Maintenance - **Ryan Jacobellis**

Operations Officer - **John Bresnik**

Treasurer - **Stephen Cluff**

Secretary - **Katelyn Erthal**

Director at Large - **Michael Rudolph**

If you would like to be considered or nominate anyone for any position, please inform:

**Craig Rhein: [1cdrhein@gmail.com](mailto:1cdrhein@gmail.com), (631) 487- 5604**

**Shawn Simms: [sjsimms@aol.com](mailto:sjsimms@aol.com), (516) 607-6593**

Theodore Levy, Jose Gutierrez, and Ralph Marchese attended their first meeting on **November 18, 2023.**

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## **GOOD AND WELFARE**

### **ANNUAL MEETING AND HOLIDAY PARTY**

**January 20, 2024 - Meeting and Buffet Begin @ 7:00 PM**

**All Members, Prospective Members, and Guests Welcome**

**Cost - \$53.00 Per Person**

**Includes Full Buffet, Alcoholic/Non-Alcoholic Drinks, Salads, Deserts and Coffee**

**Shandon Court**

**115 East Main Street**

**East Islip, NY 11730**

**Please contact Andrew or Joe if you will be attending and number of guests:**

**Joe Grossmann: [grossmannassoc@att.net](mailto:grossmannassoc@att.net)/(631)-699-0780**

**Andrew Apicos: [aapicos767@gmail.com](mailto:aapicos767@gmail.com)/(516)-203-6659**

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## **Club History**

**55 years ago - From the Photo Archives**

