



# NEWSLETTER

OCTOBER 2023

## UPCOMING EVENTS

**MONTHLY MEETING      NOVEMBER 18, 2023      BROOKHAVEN AIRPORT**

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

Dear Members,

Now that we are back into full swing, I'd like to ask each member to join WeGlide at their earliest convenience. The SSA has paid and, as far as I am aware, is willing to continue subsidizing WeGlide access, which provides invaluable feedback to students and instructors regarding the specifics of their flight. Being able to analyze/quantify the quality of a student's turns, as well as their ability to center and thermal efficiently is a game changer. Explaining the importance of flying a straight course and showing students where they drifted from straight flight helps improve teaching and learning. The more members upload their flights to WeGlide, we will, together, begin to build a library of flights that will show pilots the best areas to look for thermals. Lastly, it will also allow us to practice our cross country skills by flying predetermined tasks, such as a triangle above Brookhaven. Dress in layers and I'll see you on the flight line.

The annual party and elections are scheduled for **January 20th, 2024** at Shandon Court in East Islip.

### IN THIS ISSUE

**PRESIDENTS MESSAGE**

**OPERATIONS**

**MAINTENANCE**

**SAFETY AND EDUCATION**

**MEMBERSHIP**

**GOOD AND WELFARE**

### 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 Grossman</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

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

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

## OPERATIONS - Stephen Cluff

We accumulated a total of **25** glider flights in October as detailed below in **Table 1**.  
**Longest Glider Flight in May: 45 Minutes** by Mike Hanson on **10/17/2023**.

**TABLE 1 - GLIDER OPERATIONS**

Date	Total	Instruction	Student Solo	Intro Flights	Other	Notes
10/17/23	14	3	1	3	7	Tow Pilot: Brez Instructor: Mike/Aiden/Shawn Field Manager: Mike
10/28/23	11	5	2	3	1	Tow Pilot: Steve/Brez Instructors: Mike Field Managers: Ryan

The Club 172 (N5361K) flew **34.3** hours and the Pawnee tow plane (N7372Z) accumulated **11.4** hours in October.

### Operation Notes:

For the next few months, we will be re-instituting the power plane cold weather procedures. For 172 pilots, this involves using the cowl blanket and plugging 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 - all tow pilots need to know is to plug it back in when parked for the day. If there are any weekday operations planned, please notify Shawn when you know you will be flying.

Considering the price of our engines, this is incredibly cheap and easy insurance. One Master AME has stated that, starting an airplane engine without preheating below 40F degrees Fahrenheit should be a misdemeanor; below 30F a felony. If you have any questions about these procedures please call or text Shawn.

## 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

Klaus Ohlmann (1952) is a six-time world champion German glider pilot with over 60 world soaring records, including the longest uninterrupted free distance of 3009 km (1869 miles), fastest glider speed at 307 km/h (190 mph), and the first person to fly over Mount Everest in a glider on February 1, 2014. Klaus, a practicing dentist, also runs his own mountain flying school "Quo Vadis" in southern France. Klaus specializes in long range and high altitude flights and is the founder of the Mountain-Wave Project (<https://www.mountain-wave-project.com>), whose objective is research, analysis, and classification of mountain waves and associated rotor bands.



### Glider Exam Questions

1. Which is a required endorsement by an authorized flight instructor for a student pilot to operate an aircraft in solo flight?
  - a. An endorsement that instruction was given in the make and model of aircraft to be soloed within the preceding 6 months.
  - b. An endorsement within the preceding 90 days stating that instruction was given in the make and model aircraft to be flown and the student is competent to make safe solo flight.
  - c. An endorsement made within the preceding 180 days that instruction was given in the make of aircraft to be soloed and that the instructor found the applicant competent to make a safe flight in that aircraft.
2. What subjects must be covered on the pre-solo knowledge test?
  - a. Principles of flight, weather, and aircraft systems.
  - b. Applicable regulations, flight characteristics, and operational limitations of make and model aircraft to be flown.
  - c. Density altitude, operations from a controlled airport, and radio communications with appropriate air traffic control facilities.
3. Prior to solo flight, a student must have received flight instruction in
  - a. Ground reference maneuvers.
  - b. Unusual attitude recoveries.
  - c. Basic radio navigation procedures.

Answers: (1) c, (2) b, (3) a

### Soaring Forecasts - Andrew Apicos

Can a good soaring day be predicted? Just like many other endeavors that attempt to see into the future all we can do, is the best that we can. Having said that, the best that we can do today includes copious amounts of information that can seem daunting to the newcomer. More tools are available to us now than at any other time. We've come a long way from "red sky at night sailors delight" and "red sky in morning sailors take warning." What can a student do to begin to navigate the various weather instruments available? What websites are available?

Twice a day, NOAA weather balloons are set aloft around the country to collect data regarding temperature, humidity, wind speed and direction, as well as atmospheric pressure. Luckily, one of those balloons is released from Brookhaven, in our very own front yard! Please take some time out of your day and visit [www.soarforecast.com](http://www.soarforecast.com). It's a very simple website that has been run by Kevin Ford for years. The homepage **Soaring Weather Reports**, ([Figure 1](#)), requires that you input four parameters: **1.** Select "Complete Report". **2.** Enter Brookhaven, NY from the drop down menu. **3.** Enter the daily forecasted high temperature from your favorite weather application. **4.** Select 12,000 ft MSL for altitude limit. Don't get your hopes up - you won't be reaching 12,000 ft anytime soon, but this gives you a larger graph to look at.

Fill out the forms and when done press submit to  
[Instructions and Frequently Asked Questions](#) for

### Mandatory Information

Type of Report	RAOB Station
<input checked="" type="radio"/> Complete Report <input type="radio"/> Latest 12Z raw RAOB data <input type="radio"/> Latest 00Z raw RAOB data	Brookhaven, NY

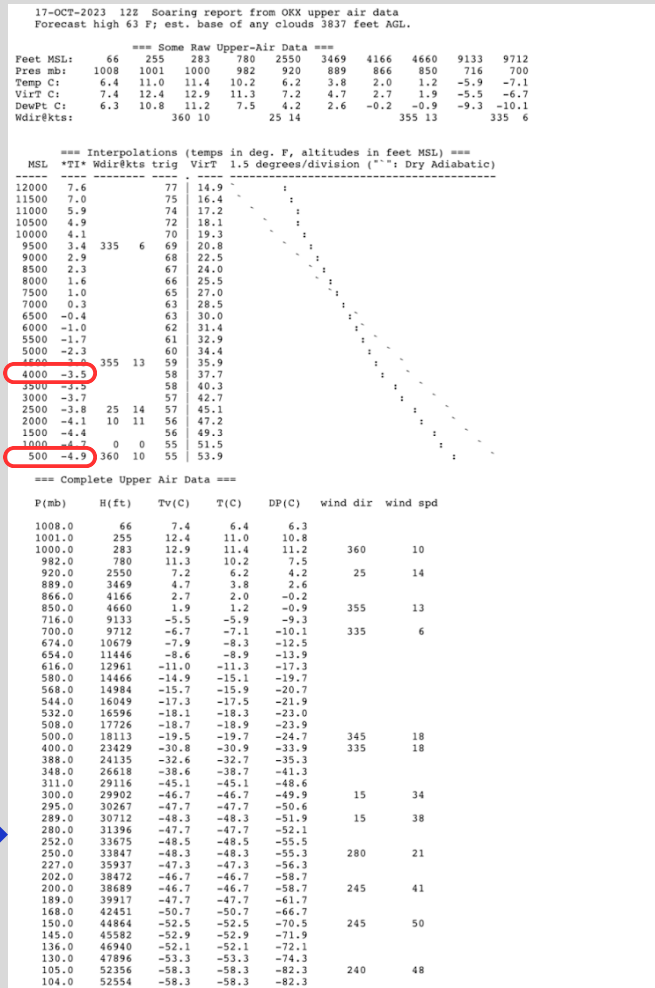
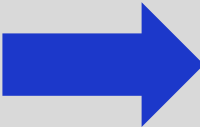
### Information required for complete report

Forecast high temperature (two options)		Altitude Limit
From a city forecast	Enter your own number	For T.I. Calculations
	63	<input type="radio"/> 6000ft MSL <input type="radio"/> 8000ft MSL <input type="radio"/> 10000ft MSL <input checked="" type="radio"/> 12000ft MSL <input type="radio"/> 15000ft MSL <input type="radio"/> 18000ft MSL <input type="radio"/> 25000ft MSL

Submit Request    Reset the form

**FIGURE 1**

When you press "submit", you'll see the soaring report as shown in *Figure 2*.



**FIGURE 2**

The soaring report predicts modest lift negative numbers, **-4.9 at 500 ft** to **-3.5 at 4000 ft**. The greater the negative number and the higher they go the better the expected lift for the day. According to the the flight log for **Tuesday 10/17/2023**, Mike Hanson had a **45 minute** flight that morning. Reports from other pilots indicated that they could have stayed up longer, but people were waiting. The cockpit view that day is shown in *Figure 3*.



**FIGURE 3**

Take the time to read the *Instructions and Frequently Asked Questions* page. It provides more detail than is summarized here. Practice reading this everyday at 10am - however, you need to wait until the data from the balloon becomes available.



## MEMBERSHIP

Nuno Perez attended his first meeting, and Michael Pennolino and Gabe Gelves were voted in as members on **October 21, 2023**.

## GOOD AND WELFARE

### Club History

#### October 2003 Newsletter - 20 years ago

*In the October 2003 Newsletter issue, club officer candidates presented their qualifications. Current lifetime member, "Father John Heinlein" submitted his unique qualification for consideration and was subsequently elected Chief Pilot. While now "Monsignor John" is no longer able to actively fly, his legacy and many contributions define the club's rich history, experience, and character.*

#### John Heinlein

I ask for your support and vote in my efforts to become Chief Pilot for many reasons:

I have been flying for over fifty (50) years. All my primary training was from the famous instructor Tom Murphy a Bayport in J3 and PA 18 Piper Cubs. After achieving my Private, Commercial, instrument and multi-engine ratings, I flew for a Regional Carrier which is now assumed into the Regional American Eagle, a part of American Airlines. I got a little over 5,000 hours flying and a Multi-engine Air Transport Rating flying Beech 99s (a stretched and faster King Air, and Twin Otters, which held 21 passengers) serving all the North East Region especially bringing passengers into JFK. After leaving the Airlines for the Priesthood, I joined LISA and have been a member since 1976. For training in Gliders I went to the Schweizer Aircraft training school and factory in Elmira, NY, and attended the factory and ground school there and also trained with the Schweizer instructors there.

Subsequently I earned my Double I, that is, Instrument Instructor's Rating (the rating that has the reputation of being the most difficult rating to acquire) and I did so under the instruction of Bill Campbell of Air Experts at Islip Mac Arthur Airport, which is also the most prestigious of all instrument ground and instrument flight schools and remains such today. Two other LISA members are currently taking instrument training there now too.

I was elected Chief Pilot of LISA in 1991 and in the administration of the present Chief Pilot, I have been designated by the Present Chief Pilot as the one who will check out pilots in the tail wheel PA 18 and subsequently in the Pawnee. I have well over one thousand tows of LISA gliders.

Three years ago I accepted an appointment from the FAA to be an Aviation Safety Counselor for our Local Fisd0 (Farmingdale Flight Standards District Office) and since then each year, at their request, I attend monthly seminars and give annual seminars especially regarding SAFETY for the local Glider and Soaring Community and for other groups also. When violations are made by the FAA, I'm the one who will be flying with you and making recommendations to the local FAA or FISDO in your behalf. Under Gliders, I'm certified as Private, Commercial, and Instructor.

I am now virtually semi-retired and as I am approach full retirement I know I will have even more time now to enthusiastically spend with LISA. As it now I have organized and kept the Wednesday operation going, supplying and coordinating tow pilots and instructors. And for my own proficiency I have taken over twenty five (25) hours dual training in this last month alone, which is all training I would like to share with you all if you would allow me to by voting for me as your next Chief Pilot. Except for Sunday mornings, I would be more present to you than others at meetings and at the field, as I am sure you have noticed in the past.

With my background of over 6000 flight hours and record, and my attitude, fairness and promises of focusing on learning, training, and safety, I truly feel that I have earned your vote.

"If you want me, vote for me."

If you can't make the December meeting, please send an absentee ballot.

Thanks !  
John Heinlein

#### October 1968 Newsletter - 55 years ago

##### 1968 Already A Record-Breaker

For years we've wondered if we'd ever get enough utilization of the gliders to chalk up 1000 tows in a single year. Our record through 1967 was just a little over 900. So Saturday, September 14 was a red-letter day, because with Fred Roeder towing and Hulet Robison in the 1-26 we made our 1,000th tow of the year. There are rumors going around of this becoming a "1,200-tow" year, and with over 200 tows in the month of September alone, that might just be possible. When we get our new tow ship, this should be an additional incentive for everyone to make a couple extra glider flights this fall.