



# SKYLINES

## YOUR CHANCE FOR FAME AND FORTUNE??

Jim Kellett, Editor

You may have heard that I've retired from the Club, although the Board has generously named me Emeritus member. I'll still edit SKYLINES until which time another Club member who'd like to do it steps up! I'll be glad to provide the archives of decades of issues plus walk you through the process I've used



## SKYLINE IS FOR LOVERS

Throwback to 1998!

Joe Parrish

Get me from the Church on time...

So, on your wedding day, how do you make it from the church to the reception? Perhaps you borrowed your father's Oldsmobile; maybe you got fancy and rented a limo. Boring, boring, boring.

*Next time, try a glider.*

That's what Skyline member Tom Brice did. On Sept. 12, 1988, Tom and new bride Linda made a grand entrance to their reception at the Sky Bryce airport. After aerotowing from 8W2 in the club's ASK-21, Tom released, made several orbits around a hot air balloon floating above the airport, then executed a beautiful pattern and landing on

Runway 05, rolling right up to the reception tent and applause of the wedding party and guests.

Quite a bit of planning and practice went into making this operation a success. Tom first approached me with this idea in April. After long discussions with the Board of Directors, it was decided that Tom would need to execute a dry run into Sky Bryce with an instructor. Guess who was elected to be the Guy-in-Back?

Well, campers, let me tell you about Sky Bryce. It's a paved runway, about the same length and width as the runway at 8W2. The elevation and runway direction are fairly similar, too. And that's where the similarities end. Sky Bryce is actually set in a narrow valley, and the approach/departure from either end is not straight. Short trees and a large resort home are located directly off the departure end of Runway 05. At the departure end of Runway 23 is a golf course with a curving fairway to accommodate the profile of the ridgeline. Landing on 05 is straightforward. The strongly preferred direction for takeoff is 23, with a need for some low altitude maneuvering to follow the curve of the valley.

That's somewhat more challenging than 8W2, but I figured that Tom's experience at the field, along with a bit of coaching from me on the characteristics of the ASK-21, would prevail. (BTW, Tom is a corporate pilot flying business jets out of Washington National; he keeps a beautiful Luscombe taildragger at Sky Bryce and often uses it to commute between home and work. How many Luscombe's do you think are flown into DCA these days?) After two practice patterns in and out of Sky Bryce behind Paul Dawson in the Pawnee, I was convinced that the operation could be done safely.

On the wedding day, Tom and Linda high-tailed it from the church to Tom's waiting Luscombe and flew over to 8W2. The only part of the operation that we didn't practice beforehand was putting Linda and her wedding dress into the back of the ASK. Tony Bigbee reported that it was a tight fit. Given that Linda is only 5'0" and 100 lbs, that wasn't the cause of the problem. Anyway, Tom and

Linda (and her dress) were launched behind Shane Neitzey in the Pawnee.



Shane had already delivered me to Sky Bryce in a Cessna 172 in which he was giving instruction, so I was ready to assist when Tom landed. After rolling



to a stop exactly on the mark, the bride and groom emerged to applause and photographs.

Shane landed in the Pawnee, and Don Thompson, Pete Brice (father of the groom), and Tom's friend Lee helped me push the ASK back for takeoff. I respectfully declined Pete's offer to fly in the back so as to pick up Tom's plane at 8W2; Tom told me afterwards that Mrs. Brice would have lynched Pete for leaving the scene of the reception.

The launch and aerotow back from Sky Bryce were uneventful, and I had a rare opportunity to make a solo pattern and landing. I forgot that there was no student in the plane, but still kept up the running criticism of the pilot-too fast, watch that yaw string, check your descent rate, etc., etc. I can see how I could get on a student's nerves. Tony Bigbee and Mike Cordova stayed late to help put everything away. We beat sunset by 20 minutes.

Congratulations to Tom and Linda, and I really enjoyed the challenge of doing something different. Who's next?

Our sincere thanks to all of you for making our "wedding grand entrance" so memorable! It was quite a surprise to our guests and a lot of fun for Tom & me. We really appreciate you letting Tom accomplish his dream of landing that way!  
*-Linda & Tom Brice*



## **THANK YOU KEITH HILTON!**

Ralph Vawter

A big Thank You should go out to Keith Hilton. Keith delivered 341KS to Gehrlein recently to get it in the repair queue. Additionally, Keith recently installed a wiring harness in 321K to make the vario in the rear seat work consistently. The club needs the two seaters to function, Keith delivers again. Thanks!!!



## **ADO HELPER CHECKLISTS**

Carlos Troncoso

Use these arrival, during-the-day, and closing checklists to support you in your ADO role. Whether you're new to the role or just need a quick refresher, I hope you find these helper checklists useful!

### **Arrival Checklist**

1. Arrive at the time determined by the Roster schedule and confirmed by the Duty Officer (DO).
2. Open the hangars and prepare gliders for towing. (remove canopy cover and connect batteries)
3. Place a handheld radio in each Gator and turn radios on.
4. Place the rest of handheld radios in the radio bag and put it in a Gator.
5. Place the computer with its power cable in the DO bag and put it in a Gator.
6. Load the ice chest(s) with drinks, ice bottles, and the change can, and place them in a Gator.
7. Tow gliders to the ramp (minimum driver age for Gator operators: 16).
8. Inspect tow rope and lay it out on the runway. Always use them in this order: Red, Orange, Yellow, Blue.
9. Hoist the Skyline flag.

10. Place a trash bag in the red trash bin and position the ice chest near the DO table.

11. Place chairs by the FBO.

12. Assist members with glider pre-flight inspections and positive control checks.

### **During the Day Checklist**

1. Wear a visible vest to ensure visibility and authority on the field.
2. Assist pilots in preparing for launch, including staging their gliders and conducting tow rope release checks if needed.
3. Perform pattern and runway clearance checks before each launch.
4. Ensure all pre-launch checks are complete, including air brakes, seat belts, canopy security, and vent closure.
5. Properly position the glider for launch and follow hand signal procedures.
6. Retrieve gliders after landing, bring tail dollies to mid-taxiway, and assist with returning gliders to the ramp.
7. Always maintain situational awareness, using a radio to stay informed of air traffic and making clear, concise calls when needed.
8. Delegate tasks such as glider retrieval or equipment handling as needed, ensuring all members are coordinated.
9. Assist with tow plane refueling by bringing the TCP and syringe to the fueling station.

### **Closing Checklist**

1. Load the trailer and Gators with all equipment, including:
  - o Ice chest(s)
  - o Radios bag
  - o DO bag with the computer and power cable
  - o Chairs and tables
  - o Skyline flag

- o Trash bags/red trash bin (dispose of them in the dumpster near the fuel point)
  - o Other members' bags.
2. Roll up and store tow ropes on the trailer.
  3. Return the Gators, DO trailer, and gliders to the hangar. Do not drive the Gators inside; always turn them off and push them in.
  4. Remove the ice chest(s) from the Gator, return remaining bottles to the fridge, and empty any water/ice.
  5. Remove the computer and power cable from the DO bag and place them on the DO table.
  6. Remove handheld radios from the radio bag/Gators, turn them off, and place them in their chargers.
  7. Wipe down the leading edges of the wings and tail, remove tail dollies and batteries, and install canopy covers. Unlock the spoilers and close the canopy air vent.
  8. Assist with putting away the tow plane if requested so (pushing it into the hangar and wiping down leading edges).
  9. Close hangar doors, turn all lights off.
  10. Check with the DO before leaving to make sure nothing else is needed before leaving the field.



**Skyline Soaring Club, Inc.**

Stephanie Zilora - President  
is a private, 501(c7) non-profit

Directors  
Robert Jacobsen  
Carlos Troncoso  
Jim Perlmutter  
Peter Ross  
Erik van Weezendonk  
Stephanie Zilora

Keith Hilton - Secretary  
Ralph Vawter – Treasurer  
Marcelo Morichi – Asst. Treasurer

organization, dedicated to the enjoyment and promotion of the sport of soaring. SSC is based at the Front Royal-Warren County, Va. Airport and is an affiliate club of the Soaring Society of America. For information about the club go to [www.skylinesoaring.org](http://www.skylinesoaring.org)

Chris Wuerker - Safety Officer

Tim Moran - Membership Officer

Shane Neitzey – Chief  
Towpilot John Noss – Chief CFI

Ken Ring - Hangar Meister  
Ertan Tete - Field Computer Meister  
Carlos Troncoso – Chief Duty Officer  
Mike Ash - Duty Roster Chief  
Piet Barber - Webmaster  
Brian Clark - Assistant Webmaster  
Jim Kellett - Newsletter Editor

Evan Dosik - ASK-21 (N321K) Meister

Rob Jacobsen – Discus Meister

Steve Paris – Tow Vehicle Meister

Andrew Neilson – Towplane Meister

Keith Hilton – ASK-21 Meister  
Matt Vosika – Organizations Liaison Officer

