

RFC Dallas Flying Club

Volume 3, Issue 7

Editor: Al Benzing albenzing@compuserve.com

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RFC DALLAS - MONTHLY MEETING

RFC Dallas meetings are the 3rd Tuesday of each month. The next meeting will be Tuesday, **October 21st, 7:30 p.m.** The meeting place is the Addison Airport Fire Station.

Note: There are times, such as when the National Security Level is increased, that this location is not available. We will advise you via email if there is a change of venue. The **alternate** location is at the Million Air FBO at Addison.

The RFC Dallas program for October 21st will be put on by RFC Member Edward Oglesby. Edward Oglesby is a Captain in the Marine Corps Reserve. He was with a Tank unit in Iraq during Operation Iraqi Freedom this Spring.

He will bring in some "tanker" gear, give you a little background about himself and how he came to be in the Marine Corps Reserve, and then take you from Dallas to Kuwait, to Baghdad, and back to Dallas through a 100+ picture Slide Show. You will get a realistic flavor of what happened and will be able to ask questions along the way.

Dave Siciliano will be hosting a "Hanger Party" on **Saturday, Oct 18th from 2-6pm.** Dave's Hanger is on the Southwest side of ADS. Bring a side dish (cold salad, hot dish, or dessert), if you wish. Don't forget to bring a chair. Directions and details will be emailed with this newsletter.

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Dave Siciliano departing Borland airport in his A-36 Bonanza. (Southwest Ft Worth)

In my turbo normalized Bonanza, particularly in Summer, it's preferable to lift the plane off the ground and remain in ground effect while it accelerates to 120 knots to keep cylinder head temperatures within reason (under 380 degrees).

The turbo increases air temperature to the engine which results in less power on takeoff. Once the plane accelerates to about 120 knots, there is enough airflow through the intercooler to create the additional power required for a prolonged climb while maintaining reasonable cylinder head temperatures.

Please do not perform this procedure with Club aircraft. Club aircraft don't have the same engine monitoring equipment and since they are not turbo normalized, have much better takeoff climb performance.

When the Flight Craft turbo normalizer system was certified, the FAA approval requirement was that the plane be parked outside on a 90 degree day with full fuel for one hour. Then, it had to takeoff and climb directly up to FL180 with normal cylinder head and exhaust gas temperatures. This required running the engine extremely rich to keep it cool. Take off with fuel flow at full rich is over 34 gallons per hour.

Maximum performance requires leaning the engine on takeoff and managing mixture during the entire flight. Best power or long range performance is a balance between manageable cylinder head temperature (thus peak pressure) and fuel burn.

By Dave Siciliano ❖

Treasurer's Report

For September 2003 Flying

Jim Marberry - RFC Dallas Treasurer

Flight activity continued at a reasonable level this month.

We flew 92 flights for 246 hours, an average of 2.7 hours per flight. All the airplanes participated in the activity at their normal levels, which is always good for the club and the owners.

We had three new members join this month, for a total active level of 103 members. This is more than 20 members per plane, which is a level at which we will watch plane availability. We have several members who are going inactive or terminating in October, so access to the planes should continue at its current level. Advise a Board member if you feel that there is a problem in this area.

The financial aspects of the club were very favorable this month. It looks like all the numbers are in place, and our net worth grew by almost \$3000, to \$4,450. Dare I say the words "temporary dues reduction"? It may happen, although this growth should slow as winter flying days arrive. We'll see.

Keep flying safely, pay as you go, and the club will continue to function nicely for all of us. ❖

We appreciate hearing from Club members. The following is an email from a former member, passed along for our benefit:

Subject: FFZ Cardinal incident

Recently a 177RG landed at Falcon Field (FFZ), Mesa, AZ with an electrical failure. Upon landing the main gear was locked and the nose gear was down but not locked. When the prop struck the pavement the pilot pulled back on the control wheel and was able to raise the nose up enough to cause the nose gear to swing over center and lock. Therefore there was no airframe damage although the engine needs a rebuild. Apparently after the electrical failure the pilot did not manually pump the gear, as a result all three gear were not locked.

Greg Schwenk
Former RFC Dallas Member

The following is the first of a series of brief newsletter articles that deal with legal issues relating to flying and pilots. John Yodice, the AOPA General Counsel, held a day long seminar in Dallas on August 15, 2003 and distributed a substantial amount of information and materials, some of which should be of interest to all of the members of the RFC Flying Club. As this information is general in nature, it is not nor is it intended to be specific legal advice on any particular situation.

Compiled by Kevin Good; RFC Member
kevin@kgoodlaw.com 972-934-6592

SAAP – What is it and how does it work?

The *Streamlined Administrative Action Process (SAAP)* is an enforcement process that could lead to a black mark on a pilot's flying record that could adversely affect his or her ability to get a flying job, get insurance or handle other FAA issues in the future. As the program is structured, a SAAP action will typically be preceded by a face to face encounter with an FAA inspector. It could involve the inspector counseling the pilot about some alleged violation. Ordinarily, the inspector should advise the pilot why what he or she did or did not do was a violation. The inspector also should indicate whether an enforcement action of some type will be initiated. If this happens, the pilot should then be aware that he or she is probably involved in a SAAP process.

What to do? During this process, the pilot needs to remember that the entire range of enforcement penalties can be used by the FAA, from no action to criminal charges depending upon the alleged violation. If the pilot discusses the alleged violation with the inspector in the hope that the inspector will find no violation, damaging admissions could be made in the process. On the other hand, if the pilot refuses to discuss the facts and circumstances, the inspector could conclude that the pilot is uncooperative, has a bad attitude and does not have a compliant disposition. This "attitude" could be taken into consideration by the inspector in deciding whether to proceed with any enforcement action.

Under these circumstances, the pilot needs to make a judgment call as to how significant the alleged violation is and get a "read" of the attitude of the inspector. The safest approach is to avoid discussing the substance of the matter with the inspector until the pilot has had a chance to reflect on the facts and circumstances in an objective, unemotional setting. Whether it is simply asking the inspector to wait for a few minutes as the pilot needs to use the restroom or advise his or her spouse that he or she will be later than expected, the pilot needs to get some space and a chance to evaluate the situation. Remember that the pilot does have an obligation to present his or her FAA certificates when requested by an FAA inspector. FAR Part 61.3 (h)

Bottom line, after listening to the inspector's statement and conclusions, if the pilot views the matter as serious, it is probably best for the pilot to politely advise the inspector that he or she needs to get some counseling on the matter before commenting further. On the other hand, if the matter appears to be minor, then the pilot can make a judgment to discuss the matter with the inspector doing more listening than talking while, at the same time, trying to avoid any damaging admissions. ❖

[Profile of Dave Siciliano](#)
[RFC BOD Member, Safety Officer and Programs Director](#)

Early Years

From as early as I can recall, I have been interested in flying. As a grade schooler, I assembled model kits; drew pictures of military aircraft and loved movies having to do with aviation. In high school, I vividly remember my Dad fondly reliving time in the Army during WWII where he was an instructor and then applied for Army flight school. After having passed all written tests and several preliminary physicals, he was turned away on the last day of admission testing when he stood in-between two tall folks one day. One of the testers, decided to re-measure his height and he was found to be ¼ inch under minimums.

Ironically, the class that did go on to flight school from his group was disbanded (as were classes even nearer graduation) to form one of two infantry divisions in response to the German attack at the Battle of the Bulge.

While in high school, I lost a sense of purpose, became bored and didn't really know what I wanted to do. It was easy to find trouble on the South Side of Chicago—or easy for it to find you. After trying junior college and a couple of jobs, I went down to the draft test center and did very well on the tests. My Dad was elated to find out I qualified for Army Officer Candidate School. I could not get a commission in the other services without a degree, but the Army wanted me (I wonder why—grin). While probably not really realizing it, my Dad's opinion was very important; I enlisted.

After completing Officer's Candidate School, I volunteered for everything and was sent to jump school and Special Forces. Soon I was a Special Forces officer in Vietnam. A major that attended Special Forces Officer Course training with me, requested that I join his unit when I entered country. What a lucky guy I was—connections!!

Vietnam – First Tour

When I reported into Na Trang (Special Forces Headquarters) I was asked if I was willing to volunteer for a top-secret mission. I asked what it was. The personnel officer told me he didn't know—it was TOP SECRET. I quickly volunteered!! (If any of you ever wonder why I never volunteer for anything now—this may provide some insight as to why). The next thing I knew, I was reflecting upon how lucky I was to be alive while warmly tucked into a bunk on the USS Sanctuary (hospital ship).

Memories flicked by in my head of inserting behind enemy lines at last light as part of a team of eight. Being shot at, ambushed and hit by some grenade shrapnel. Running my ^&#\$ off and finally being extracted at the end of a 150 foot nylon rope. I froze, and alternately passed out and awoke while getting a scenic tour of eastern Laos, and South Vietnam from 7,000 feet while dangling below a helicopter from the First Cav.

I finished my first tour in Vietnam after recovering by going on one mission with Mike Force and then serving on two A-teams.



[Dave Siciliano, his Dad and A-36 traveling machine.](#)

N2024Q

[By Dave Siciliano](#)

Shortly after I began flying Club planes, about three years ago, it became apparent I would routinely be taking long, cross country trips. With family in San Diego, Orlando, Norfolk, Chicago and near Madison, WI, and being in a business where work could be combined with family visits, I soon was heading to each coast in club planes. Although I loved the club aircraft, after completing several long trips, I soon came to want a plane that had longer range and a higher altitude capability.

It became very clear when returning home from San Diego on a trip in 16W, that a normally aspirated plane was limiting. I had climbed to 13,000 to get over weather and was still in tops and some turbulence (over mountainous terrain). My passengers were uncomfortable and I was getting mountain wave action until near west Texas. Also, many times when flying alone or with another pilot, we didn't wish to stop enroute, but didn't want to test range limits of Club planes. This led me to investigate and soon purchase a turbo normalized A-36 with tip tanks.

Since purchasing N2024Q two-and-one-half years ago, I've made one long trip per month to conduct business and/or visit family. My most recent trip was to San Diego (which the plane will make non-stop if there is less than a 25 knot headwind) to pick up my Dad. From there, we flew to Las Vegas for a few days and came back. It's the only trip my Dad (who is 84) will make--that is to Las Vegas and back.

Another memorable trip was to Norfolk, VA last Thanksgiving. As I checked weather and winds prior to the trip, I found the winds aloft to be westerly at over 80 knots at 25,000 feet. After readying and checking my oxygen gear, I filed for 21,000 and filed direct. After climbing to 21,000 and checking all equipment (oxygen mask and blood oxygen

Vietnam – Second Tour

Upon returning to the U.S., I was offered the chance to attend Rotary Wing flight school (lucky guy again!!). After training at Mineral Wells, Texas and Fort Rucker Alabama, I was an aviator. I proceeded to Cobra training at Savannah, Georgia to get qualified in the AH-1G. At night and during Christmas, I took fixed wing training on my own and got my fixed wing commercial and instrument rating. Then went back to Vietnam to put my new training to use!

I flew with F Troop/9th Cav in the Three Corps area for four months near the end of the war. At that time, the bad guys began shooting down choppers with the Strella shoulder fired missiles. Several friends were lost to a missile hit; luckily I was never on the receiving end of one.

In the Cav, we basically functioned as aerial reconnaissance. The observation helicopters would skittle around at tree top level looking for signs of the enemy. One or two Cobra helicopters would circle above and cover the observation helicopter (heavy or light team based upon our evaluation of the enemy threat) and a high bird would coordinate the mission and report findings to headquarters. The Air Mission Commander would be in a high bird which was a UH-1 helicopter. My operations were conducted with Fox Troop 9th Cavalry in the western III Corps area of Viet Nam, in Tay Ninh Province. Nuy Ba Dinh (a large mountain) was the most prominent terrain feature in the immediate area.

I returned home after the war and over the years flew for the North Carolina National Guard (OH-58s) and privately on and off. A friend that owned a B-55 Baron and I commuted to Austin for two years every other week to get our MBA's at UT.

Civilian Flying

Three years ago, I joined RFC and began flying the Bonanzas. After a few months of getting acquainted and learning about the planes, I realized I wanted to purchase my own. It was on a trip back from San Diego in the A-36 that I climbed to 13,000 feet to get on top of weather that I realized I wanted a turbo normalized A-36 with tip tanks. Most of my fun flying was to see family members or on business that was long distance (on each coast). Soon after coming to this realization, I purchased N2024Q.

One year ago, after having several instruments and systems fail on a long, cross country flight, I targeted getting my multi engine rating and seeing if I would like a pressurized twin. I purchased an interest in N6DL (A-55 Baron) and have a newly minted Multi-Engine Rating and almost 100 hours in the Baron. I'm still thinking through the pros and cons (and costs) of the A-36 versus a pressurized twin.

The RFC Flying Club has been a great place for me. The members are great, it got me flying the Bonanzas and has been a great place to personally grow and play a role in club development.

level), I climbed up to FL250 and the GPS showed a ground speed of 290 knots!! Manifold pressure was 25 inches. At least twice, ATC asked me to confirm aircraft type. I landed with my main tanks 1/2 full and wrote a nice article describing the trip which appeared in ABS Magazine.

I've made several memorable trips with club members: Robert Coppotelli to Rockford, IL; Stuart Thompson to Oshkosh and back; Jim Marberry to San Diego (non-stop), with Al Benzing doing IFR work and with others. The plane has helped bring me closer to my family, served to get me to several business meetings in a convenient manner, and been loads of fun to boot.

Last Christmas, it was great fun to fly direct from Colorado Springs to San Diego. Normally, one must fly the low or high altitude enroute system to avoid restricted areas and some active MOA's. On Christmas Day, all those areas were shut down and I was cleared direct at FL180.



Have you ever seen 290kt Ground Speed in a Bonanza? Dave's GPS above shows just that. Below is the MP and Fuel Flow at FL250! Turbo normalizing is amazing.



Business Activities

I'm in the single family lot development business. In essence, I help find interesting parcels of land, determine if there is interest on the part of homebuilders to build and sell homes, and determine whether the land can be developed at reasonable cost. If so, we obtain entitlements, city approvals, design a subdivision and install all infrastructure (such as water, sewer, streets, electric, gas etc.). We normally put in a stated entrance of some sort to give the community an identity, then sell lots to larger homebuilders.

Currently, Dalwestern Developments, of which I'm the Director of Development, has two subdivisions: one in Frisco (Heritage Village) and one in McKinney (Symphony at Stonebridge). We currently have a large parcel of land in Fire Wheel (Garland) under contract and are completing feasibility analysis and obtaining City approvals to develop. In Frisco, the homebuilders in Heritage Village are: David Weekly Homes, Morrison Homes and Engle Homes. In McKinney, Bowen Builders Group is the homebuilder. Several quality builders have expressed interest in Fire Wheel when it's developed.

I'm currently serving as the president of the Frisco Developer's Council which is a group of developers that formed to work with city leaders to address development issues, establish quality standards and address issues that affect the development of the City. In addition, I'm the president of the Board of Directors of three single family home homeowner associations; a Captain in the Addison Eagles (Civil Air Patrol) and a member of several professional associations.

I actively participate in discussions on several aviation web boards, and hold a commercial pilot license: Airplane Single & Multi Engine Land; Rotorcraft-Helicopter; Instrument Airplane and Helicopter. ❖



“Dapper” Dave, with entertainer Martha Rae. Many from Hollywood entertained troops, but Martha Rae was always a supporter of Special Forces, even when the war was unpopular.

Experiences with Engine Management

By Dave Siciliano

When I began flying the Bonanzas, I delved much more into how the engine should be properly run. Instructors were teaching many different techniques and really couldn't cite any empirical data on why one method or another should be used. When I was being checked out in three different Bonanzas with different instructors in a short period of time, this inconsistency became obvious. I began asking other pilots and soon turned to the internet for research and insight.

After some floundering around and hearing from many professed experts that could not cite anything to back them up (including TCM factory reps), articles from John Deakin caught my eye. John not only explained things clearly, he cited empirical data that had been gathered by George Braly in Ada, Oklahoma to substantiate his views. I contacted George and signed up for the first formal class on engine management conducted in Ada. Walter Atkinson also taught the classes and these three gentlemen soon began to be known as the "three preachers".

What plane owners will soon find out, if they are at all inquisitive, is [most CFI's and flight training school instructors](#) don't know a lot about engine theory. POH's that were produced by manufacturers in the past, many times were based upon what the manufacturer's marketing people wrote up based upon what factory reps told them about engine operations. If one reviews who at the factory conveyed data, often this was not even a professional engineer and there seldom was scientific data to back up what was being distributed.

Enter the three preachers. With one of the most advanced engine test stands in the nation, George Braly has accumulated a massive amount of data on what's actually occurring inside an engine during operation in different configurations: lean of peak; rich of peak; various timing; using different fuels, etc. What this data has pointed out is that many times engines are being run in configurations that are causing undue wear. A recent poll of Bonanza Net and AvSig users brought this to the forefront: The only owner of a Bonanza with a IO-520 or IO-550 engine that had the engine make it to TBO was an operator of a flight school where almost 500 hours per year were being put on the plane and the engine was run full rich most of the time. [All other owners replaced cylinders or components prior to TBO, in many cases more than once.](#)

After attending this course, I felt confident in how I ran the engine on my plane under all conditions. Monitoring cylinder head temperatures has become an avocation and governs power settings in almost all cases. I regulate power using mixture control as much as throttle. This can only be done in aircraft with a graphic engine monitor. On Club aircraft that do not have the graphic engine monitor, engines need to be run well rich of peak, at high power settings. ❖



Dave, in his Snake.

Dave (2nd from Right, front row) as Exec Officer of his second A-Team, Special Forces, in Ground Ops.



Two of Dave's buddies relaxing with their Snake. Pods configured for Air Calvary.



2nd Tour in Vietnam
Infantry Company Commander
Summer of 1972 before becoming a helo pilot
Commanded 3 different infantry companies.



Above, "Snake" (Cobra) taxiing in after a day of Ops
Left, revetments to protect Cobras from incoming rockets





Above, 7500lb "Blockbuster" bomb used to clear out an LZ (landing zone) through triple canopy jungle.



Clouds off the Mountain. A quiet, peaceful morning, on the way to kill and be killed. A juxtaposition of circumstances and emotions common in a war zone.



Just heard about the "Cease Fire" agreement, smoke bombs were thrown in celebration. An event that called for Champagne – were it allowed. Combat ops ceased within a few days.

Military Assignments & Awards

Entered U.S. Army October 6, 1966
Fort Benning, Ga.
Infantry Officer Candidate School--Dec. 1967
Basic Airborne Course (jump school) Dec. 1967

Seventh Special Forces Group--Fort Bragg, N.C.
Special Forces Officer Course (special forces)
CBR Course (Chemical Biological Radiological)

Republic of Vietnam Dec '69 to Nov '69
Fifth Special Forces Group
SOA (C&C)--Special Operations--Recon
MACV Recondo School
Reaction Platoon Leader--Mike Force
Two A-teams.

Fort Benning, Georgia 1970
Instructor: platoon and company tactics

Army Rotary Wing Flight School 1971

Republic of Vietnam- 1972
Infantry Company Commander:
2/8 Cav;
1/7 Cav;
Co E. 14th Infantry.
Air Mission Commander F Troop/ 9th Cav.

Fort Benning, Georgia
Infantry Officer Advanced Course

Army Reserve officer
North Carolina National Guard--flight duty
OH-58 observation helicopter pilot.

Awards and decorations:
National Defense Service Medal
Good Conduct Medal
Parachutist Badge
Purple Heart
Combat Infantryman Badge
Army Commendation Medal W OLC
Army Aviator Badge
Bronze Star Medal w "V" Device & 2 OLC
Air Medal (1-5th award)
Meritorious Unit Citation
Vietnam Service Medal w/1 Silver Star & 1 Bronze Star
Vietnam Jump Wings
Republic of Vietnam Campaign Medal w/1960 Device
Vietnam Cross of Gallantry w/Palm and Silver Star
Vietnam Cross of Gallantry Unit Citation
4 Overseas Service Bars
Expert Badge w/ Pistol Bar
Sharpshooter Badge w/Rifle Bar

Norwood Band sent the following.

I'm not certain of the origin, but it's certainly a gripping story.

Here's a personal story of an F-18 Hornet's recent recovery by barricade. . . at night .. on an aircraft carrier in the Pacific.

[Note : a barricade is a huge net . . . 20 ft high and stretches across the carrier's deck to 'catch' airplanes during extreme emergencies.]

Oyster, here. This note is to share with you the exciting night I had the other month. It has nothing to do with me wanting to talk about me. But it has everything to do with sharing what will no doubt become a better story as the years go by. So....

There I was .. 'manned up' a hot seat for the 2030 night launch about 500 miles north of Hawaii. I was taxied off toward the carrier's island where I did a 180 degree turn to get spotted to be the first one off Catapult # 1. They lowered my launch bar and started the launch cycle. All systems were 'go' on the run-up. And after waiting the requisite 5 seconds to make sure my flight controls are good to go, I turned on my lights. As is my habit I shifted my eyes to the catwalk and watched the deck edge dude and as he started his routine of looking left, then right. I put my head back against the head rest.

The Hornet cat shot is pretty impressive. As the cat fires, I stage the afterburners and am along for the ride. Just prior to the end of the stroke . **there's a huge flash . . . and a simultaneous . . . B-O-O-M ! And my night world is in turmoil.**

My little pink body is doing 145 knots or so and is 100 feet above the black Pacific. And there it stays -- except for the airspeed, which decreases to 140 knots. Some where in here I raised my gear. And the throttles aren't going any farther forward despite my *Schwarze-negerian* efforts to make them do so.

From out of the ether I hear a voice say one word: **"JETTISON ! "** Rogered that ! And a nano second later my two drops and single MER, about 4,500 pounds in all, are *Black Pacific* bound. The airplane leapt up a bit but not enough. I'm now about a mile in front of the boat at 160 feet and fluctuating from 135 to 140 knots. The next comment that comes out of the ether is another one-worder: **" EJECT ! "** I'm still flying . . . so I respond . . . **" Not yet . . . I've still got it."**

Finally, at 4 miles ahead of the boat, I take a peek at my engine instruments and notice my left engine . . . doesn't match the right. (Funny, how quick glimpses at instruments get burned into your brain.) The left rpm is

at 48% even though I'm still doing the *Ah-Nold* thing. I bring it back out of afterburner to military power. About now I get another **" EJECT ! "** call. **"Nope . . . it's still flying."**

At 5 1/2 miles I asked tower to please get the helo headed my way as I truly thought I was going to be 'shelling out'. At some point, I thought it would probably be a good idea to start dumping some gas. But as my hand reached down for the dump switch, I actually remembered that we had a NATOPS operation prohibition against dumping fuel while in afterburner. But after a second or two [contemplating the threat of the unnecessarily burden] I turned the fuel dump switches on. Immediately [I was told later] . . . **SIXTY FOOT ROMAN CANDLE . . . BEGAN TRAILING BEHIND.** At 7 miles I started a (very slight) climb to get a little breathing room. CATCC control chimes in giving me a downwind [landing pattern] heading . . . and I'm like: **"Ooh . . . what a good idea"** . . . and I throw down my tail hook.

Eventually I get headed downwind to the carrier at 900 feet and ask for a Tech Rep [Manufacturer's Technical Representative]. While waiting, I shut down the left engine. But in short order, I hear Scott "Fuzz" McClure's voice. I tell him the following : **" OK Fuzz, my gear's up . . . my left motor's off . . . and I'm only able to stay level by using minimum afterburner. And every time I pull it back to military power, I start down at about a hundred feet per minute."**

I just continue trucking downwind . . . trying to stay level . . . and keep dumping fuel. I think I must have been in afterburner for about fifteen minutes. At ten miles or so I'm down to 5000 pounds of gas and start a turn back toward the ship. I don't intend to land but I don't want to get too far away. Of course, as soon as I am stuck in that angle of bank . . . I start dropping like a stone. So I end up doing a [shallow bank] 5 mile [radius] circle around the ship.

Fuzz is reading me the single engine rate of climb numbers from the 'book' based on temperature, etc. And it doesn't take us long to figure out that things aren't adding up. One of the things I'd learned about the Hornet is that it is a perfectly good single engine aircraft . . . flies great on one motor. So why do I now need blower [afterburner] to stay level ?

By this time, I'm talking to the Deputy CAG (turning [duty] on the flight deck) and CAG who's on the bridge with the Captain. And we decide that the thing to do is climb to three thousand feet and 'dirty up' [gear and flaps down] to see if I'm going to have the excess power needed to be able to shoot a night approach for a landing.

I get headed downwind . . . go full burner on my remaining motor . . . and eventually make it to 2000 feet before leveling out below a scattered layer of puffy clouds. And the 'puffies' are silhouetted against a half a moon which was really, really cool. I start a turn back toward the ship . . . and when I get pointed in the right direction . . . I throw the gear down and pull the throttle out of after-burner.

Remember that flash/boom! . . . that started this little tale ?

[Repeat it here] . . . Boom ! I jam it back into afterburner, and after three or four huge compressor stalls [and accompanying deceleration] the right motor ' comes back'. I'm thinking my blood pressure was probably ' up there' about now . . . and for the first time, I notice that my mouth has *dried up*.

This next part is great. You know those stories about guys who deadstick crippled airplanes away from the orphanages and puppy stores and stuff and get all this great media attention? Well, at this point I'm looking at the picket ship in front of me, at about two miles, and I transmit to no one in particular, "*You need to have the picket ship hang a left right now. I think I'm gonna be outta here in a second.*" I said it very calmly but with meaning. The picket immediately pitched out of the fight. Ha! I scored major points with the heavies afterwards for this. Anyway, it's funny how your mind works in these situations.

OK, so I'm dirty and I get it back level and pass a couple miles up the starboard side of the ship. I'm still in minimum blower and my fuel state is now about 2500 pounds. Hmm. I hadn't really thought about running out of gas. I muster up the gonads to pull it out of blower again and sure enough...flash, BOOM! I'm thinking that I'm gonna end up punching out and tell Fuzz at this point "*Dude, I really don't want to try that again.*" Don't think everyone else got it . . . but he chuckled.

Eventually I discover that even the tiniest throttle movements cause the ' flash/boom thing ' to happen so I'm trying to be as smooth as I can. I'm downwind a couple miles when CAG comes up and says, "*Oyster, we're going to rig the barricade.*"

Remember, CAG's up on the bridge watching me fly around doing blower donuts in the sky and he's also thinking I'm gonna run outta JP-5 fuel. By now I've told everyone who's listening that there a better than average chance that I'm going to be ejecting. (The helicopter bubbas . . . God bless 'em . . . have been following me around this entire time.)

I continue downwind and again, sounding more calm than I probably was, call the LSO. "*Paddles, you up [listening] ?*" "*Go ahead*" replies " Max" Stout, one of our LSO's. "*Max, I probably know most of it ,but do you want to shoot me the barricade briefing?*" So, in about a minute .. he went from expecting me to ' punch out ' .. to have me asking for the barricade brief [so he was hyperventilating.] But he was awesome to hear on the radio though . . . just the kind of voice you'd want to hear in this situation.

He gives me the barricade brief. And at nine miles I say, "*If I turn now will ' it ' be up when I get there? Because I don't want to have to go around again.*" "*It's going up right now,*

Oyster. Go ahead and turn." "*Turning in, say the final bearing.*" "*Zero six three,*" replies the voice in CATCC. " " OK, *I'm on a four degree glide slope and I'm at 800 feet. I will intercept glide slope at about a mile and three quarters then reduce power. "*

When I reduced power : **Flash/boom !** [*Add power out of fear.*] Going high ! **Pull power. Flash/boom !** [*Add power out of fear.*] *Going higher !*

[Flashback to LSO school...." *All right class, today's lecture will be on the single engine barricade approach. Remember, the one place you really, really don't want to be is high. O.K. ? You can go play golf now.*"] I start to set up a higher than desired sink rate the LSO hits the "*Eat At Joe's*" wave-off night lights." Very timely too. I stroke the AB and cross the flight deck with my right hand on the stick and my left thinking about the little yellow and black ejection handle between my legs.

No worries. I cleared that sucker by at least ten feet. By the way my fuel state at the ball call was [now low] at 1.1. As I slowly climb out I punched the radio button saying . . . again to no one in particular : "**I can do this.**" I'm in blower still and CAG says, "*Turn downwind.*" After I get turned around he says, "*Oyster, this is gonna be your last look [at the boat in the dark below] so you can turn in again as soon as you're comfortable.*"

I flew the DAY pattern and I lost about 200 feet in the turn and like a total dumbs_ I look out of the cockpit as I get on centerline and that "*night thing about feeling that I'm too high*" grabbed me . . . and [in error] I pushed down further to 400 feet.

I got kinda irked at myself then as I realized I would now be intercepting the four degree glide slope in the middle .. with a **flash/boom** every several seconds all the way down. Last look at my gas was 600-and-some pounds [100 gallons] at a mile and a half. "*Where am I on the glide slope, Max ?*" I ask. And I and hear a calm "*Roger Ball.*" I know I'm low because the ILS is waaay up there.

I can't remember what the response was but by now the ball's shooting up from the depths. I start flying it but before I get a chance to spot the deck I hear : "**Cut, cut, CUT !**" I'm really glad I was a paddles for so long because my mind said to me "**Do what he says Oyster !**" and I pulled it back to idle. (My hook hit 11 paces from the ramp. The rest is pretty tame. I hit the deck . . . skipped the one, the two and snagged the three wire and rolled into the barricade about a foot right of centerline.

Once stopped, my vocal cords involuntarily shouted, "**VICTORY !**" The deck lights came on bright . . . and off to my right there must have been a . . . ga-zillion cranials and eyes watching.

You could hear a huge cheer across the flight deck. After I open the canopy and the first guy I see is our huge Flight Deck Chief named Richards. And he gives me the coolest personal look . . . and then two thumbs up. I will remember all of that forever.

P.S. You're probably wondering what gave motors problems. When they taxied that last Hornet over the catapult .. they forgot to remove a section or two of the rubber cat seal. When the catapult shuttle came back [to hook me up], it removed the cat rubber seal which was then inhaled by both motors during my catapult stroke. Left engine basically quit even though the motor is in pretty good shape. But it was producing no thrust and during the wave-off one of the LSO's saw "about thirty feet" of black rubber hanging off the left side of the airplane.

The right motor .. the one that kept running .. had 340 major hits to all engine stages. The compressor section is trashed . . . and best of all . . . it had two pieces of the cat seal [one 2 feet and the other about 4 feet long] sticking out of the first stage and into the air intake. God Bless General Electric ! By the way, maintenance data showed that I was fat on fuel -- I had 380 pounds (61 gallons) of gas when I shut down.

Again, remember this particular number as in ten years [of story telling] when it will surely be . . . " *FUMES MAN . . . FUMES . . . I TELL YOU !* "

Oyster, out.

[abridged] ❖



These Concorde pictures were sent to me by G.H. Hodges, RFC member, after the last issue went to press. They are shots taken for the retirement of Concorde – Impressive!



Go to the Texas Aviation Association site
<http://www.txaa.org/> for more Texas events.

October 2003

Oct 11 — Seguin, TX. Elm Creek Airpark (0TX6). Annual Fly-In. 10 am to 5 pm Lunch at noon Lat/Long: 29-30-18.835N / 097-59-49.018W Rwy 14/32 (RP Rwy 32) 2200'x80' turf 122.9
<http://www.airnav.com/airport/0TX6> .
Contact E Staley, 830/303-6577

Oct 11 - 12 — Eureka Springs, AR. Silver Wings Field. Fly-in/Aviation Cadet Reunion. Contact Errol Severe, 479/253-5008.

Oct 17 - 19 — Gordonville, TX. Cedar Mills Airport (3T0). Cedar Mills 7th Annual Safety Seminar and Splash-In. Seawings & Wings-Participants earn credit towards their SPA-FAA Seawings and Wings awards. Forums-Presented by the FAA, SPA, aviation instructors and representatives of aviation equipment manufacturers and avionics industry. Flying Events-Saturday & Sun. Contact Rich L. Worstell, 903/523-4899

Oct 17 - 19 — Las Cruces, NM. Las Cruces International Airport (LRU). 3rd Annual Land of Enchantment RV Fly-In (LOE3). THE biggest, most hassle-free, gentle pleasures fly-in in the Southern United States for fans of Van's Aircraft RV kitplanes. Aircraft judging by Col. Frank Borman and Ron Karp.. Contact Doug Reeves, 972/317-8543

Oct 17 - 19 — Natchitoches, LA. Natchitoches Louisiana (IER) Flyin. Sponsored by Bellanca owners, open to all. Oldest city in Louisiana Purchase. Tour old plantations, alligator farm, antique shops, historical sites. Discount motel rates. . Contact Peggy Bianchi, 337/238-5428

Oct 17 - 19 — Pineville, LA. Pineville Municipal (2L0). EAA Chapter 614 Annual Fall Fly-In. Camping, Sea-plane landing available in Lake Beulow, Parties nightly. Contact Jim Moody, 318-793-2992

Oct 18 — Carrizo Springs, TX. Dimmit County Airport (CZT). AYA South Central Grumman Fly-In. A nice airport and golf course invite us for the second AYA South Central Golf Tournament. This starts with lunch at the brand new airport cafe, then nine holes. Prizes awarded.. Contact Tom Jackson Jr., 361-228-9008

Oct 25 — Granbury, TX. Granbury Municipal (F55). Fly-in Breakfast. Contact John Holt, 817/570-8533.

November 2003

Nov 1 — New Braunfels, TX. New Braunfels Municipal Airport (BAZ). BBQ Fly-in. New Braunfels Fall Fly-in BBQ and Wurstfest. . Contact Billy Trip, 830-237-6570

Nov 8 — Ranger, TX. Ranger Airport (F23). 75th Anniversary Fly-In. Celebrating its 75th year of official operation. Dedicated on Nov. 11 1928. Bean lunch served around noon. Real neat historic airport.. Contact Jared Calvert, 254-647-1855

Nov 15 — Conroe, TX. Montgomery County (CXO). EAA 302 Fall Flyin. Come out and see what we have built. Static displays. Several raffles. Pancakes for breakfast and hamburgers for lunch.. Contact Butch Carr, 936/756-0127

Nov 15 — Fort Worth, TX. Hicks Airfield (T67). AYA South Central Grumman Fly-In. Join us for a great home/hangar cookout at the Reddicks' and a short tour the special WWII museum of one of the residents. Meet at the Rio Concho restaurant ramp parking area. . Contact Mike Reddick, 817-439-0234