



ATTENTION TENANTS!

Hangar Inspections: January 12, 2022

We will be conducting hangar inspection this month and ask that all tenants make sure we have access to your hangar via spare key or code to avoid any potential penalties on your account. We will be checking for fire hazards and other potential fire/health risks as well as ensuring we have the proper tail numbers in our system to update our “based aircraft” list with the FAA.

Pilot-In-Training Accomplishments



Congratulations are in order for Craig Hostetler for completing his first solo flight at Cleburne Regional Airport last month. Craig is a student of Ivan Ulrich who operates Nationwide Aviation Flight School, which also recently opened here at the airport.

Craig plans to get his private pilot license and continue on to receive his instrument rating and commercial license and eventually enjoy a career in aviation.

As many of us know, now is a great time to join the industry and we wish Craig all the best in his studies and ongoing lessons!



If you or anyone you know are interested in learning to fly, reach out to Ivan at Nationwide via his cell at (817) 973-2353 or email him at ivan@flynationwide.net. It's never too late to learn!

From



Questions or Comments?

We'd love to hear from you!

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(817) 641-5456

Making good use of ancient wisdom & 'hangar flying'

Excerpts from Plane and Pilot Magazine
By Frank Ayers Jr. – Nov. 2021

The most effective information sharing often occurs after the flight, when pilots are simply hanging out together. This is often described as hangar flying, and the more these stories are told, the more information is shared.

The Rule of Threes

The Rule of Threes dates to the philosopher Aristotle and his text "Rhetoric." Simply put, we remember things best when they come at us in threes. Translated into aviation parlance, this rule speaks to combinations of otherwise seemingly benign events or conditions that add up to more than the sum of their parts.

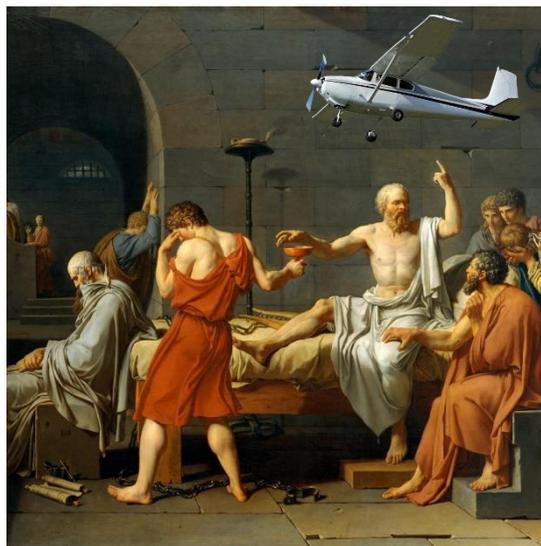
Let's assume that the least risk baseline for planning a single-engine GA flight is a visual flight rules (VFR) trip, in broad daylight, over flat terrain. Now let's start adding up risk factors. First up, an Instrument Flight Rules (IFR) trip is often safer from a navigation standpoint but can introduce more risk in the event of aircraft failure. Second, night flying is smoother, less congested, and much more serene but also introduces increased risk factors.

And, finally, mountain flying, safely conducted, is especially beautiful but introduces another set of increased risks. Add the combined risk factors of night, IFR and mountain flying in a single-engine airplane, and it may be time to consider the Rule of Threes. Singularly, each risk is manageable; combine any two, and it may still be okay, but add all three together, and the risks involved are significant. Let's see if there are more rules that apply.

Aviate, Navigate, Communicate

This one has been around since Wilbur likely said it to Orville before he made that first takeoff at Kitty Hawk. However, loss of aircraft control remains the number one cause of fatal general aviation accidents. In the early 1990s, at the B-52/KC 135 Central Flight Instructor Course (CFIC) at Castle Air Force Base, California, the course text contained the bold print admonition "FLY THE AIRCRAFT" at the bottom of each page. The faculty, all very experienced instructors, wanted to remind new instructor candidates that no matter the situation, their first duty was to maintain aircraft control. Since military pilots are expected to do so much more than simply flying the plane, this was a timely reminder.

Okay, you say, we in GA have a simpler task. Well, not so much. In this age of digital displays, multiple avionic navigation menus and full-featured autopilots, it is surprising how many pilots are still missing this vital first step. Letting the autopilot fly the aircraft to places the pilot cannot recover, spending excessive head-down time typing and retyping instructions, and failing to pay attention to basic airmanship in the landing pattern all have ended badly. And, of course, it does little good to key the mike button and tell the world of your troubles until the aircraft is under control! So the plan drilled into every military pilot trainee is: (1) maintain or regain control of the aircraft, (2) figure out where you are and where you are going, and (3) then tell air-traffic control about it so it can help you get there!



... Dauntless Air continued:

“We were looking in the general I-35 corridor area,” L’Esperance explained, “A; because that’s where the Texas Forestry Service would like us to be and b; we have people who are flying in from other parts of the country so something near Dallas, Huston, or Austin was key. Then the opportunity came up to start a lease in Cleburne and we jumped on it because we were looking for a place to do some winter maintenance and store some aircraft over the winter and as we head into your fire season to have them based there.”

L’Esperance and others in the Dauntless Air crew feel that Cleburne could be a key location as they develop their business on a national level.

“We have our major maintenance facilities in Idaho which is where we spend our busy months, then we have our global world headquarters in a very small town in Minnesota, and we’ve been looking for a way to finish off that triangle and ideally trying to find a place in Texas to do so,” said L’Esperance. “We’ve been keeping our eyes and ears open for three years now and Cleburne has been the first time that we’ve hit all the important demand characteristics for us; close to the [DFW] metroplex, accessible from the major airports, scoop-able water in the area, an available hangar that can fit our aircraft, and Cleburne has been the one to show up. So we’re excited about what might become of Cleburne over time.”

When parked on the airport ramp, the Fire Boss towers above other single-piston general aircraft nearby. But even being so large, the single turbo propeller plane only requires one pilot and can pack an impressive amount of water in its tanks that it gets by scooping water from bodies of water closest to whatever fire they’re battling. This makes it really good at fighting fires.

“The unique thing about the Fire Boss is that it is cost effective enough for states to afford it and also unbelievably good at putting out fires,” said L’Esperance. “Once you get to a fire and find a lake to scoop from, you never have to go back to the base to reload, you just scoop the water and go back to the fire. We’ve done as much as twenty-eight thousand gallons between two aircraft in a couple of hours. Whereas a large air tanker has to fill up at a tanker base with retardant, fly out to the fire, drop their three or four thousand gallons then have to fly back to the base, and reload again. It’s just less efficient.”

The flexibility the Fire Boss aircraft provides has given states across the country, including Texas, an affordable means to combat fires from the air, which L’Esperance explained was an important factor in controlling fires that could otherwise pose a threat to people and property.



Left: Dauntless Air CEO Brett L’Esperance

Their aircraft can not only fill such a need, but do so in a cost effective manner, which means a conservative use of state’s tax dollars.

“You really need a combination of good ground fighting resources, both people and equipment, and the aerial support adds to that,” said L’Esperance.

“We have a lot of former military pilots and a lot of pilots that fly our aircraft are former A10 Warthog pilots and they liken the experience to providing areal support to combat troops.

“You can’t just fight a battle with ground troops and ground vehicles, you need to provide support from above. We believe that an aircraft like our Fire Boss in combination with good resources on the ground improves the probability that you’re going to knock that fire down, contain it, mitigate it, and reduce the threat it may pose to a town or valuable assets.”

According to L’Esperance, The National Interagency Fire Center (NIFC) in Boise, Idaho, an interagency coordination center for all the fire assets in the nation is predicting that in the next three months Texas, Oklahoma, and Florida are all predicted to be at higher fire probability than less.

“Now we’re here and ready to go,” said L’Esperance. “I like Texas. I like the Texas business environment. From what I’ve heard from our folks that have spent some time down there [in Cleburne], it seems to be a nice hangar and a nice airport and a nice town so we’re happy to be there.”



Above: The Fire Boss in action as it drops water scooped up at a nearby reservoir. Photo courtesy Dauntless Air

Cleburne Regional Airport

January 2022 Newsletter



Above: Several Fire Boss aircraft belonging to Dauntless Air will be stationed here at Cleburne Regional Airport

Fire Fighting squad moves some impressive aircraft to KCPT

Story by
Garrett Watson
Airport Associate

Dauntless Air, an aerial firefighting company with headquarters in Minnesota, recently moved several firefighting aircraft known as Fire Bosses to Cleburne Regional Airport to provide support to the Texas Forestry Service. Dauntless Air CEO Brett L'Esperance said for them the move was in line with their goals of providing convenient support services to Texas and Oklahoma as well as making good use of what would otherwise be underutilized assets.

"[Texas'] fire seasons match up nicely with the fire seasons out west," said L'Esperance. "You guys tend to have burns earlier in the year and later in the year when our aircraft are basically sitting so I'm trying to find ways to allocate the assets to parts of the country that could use them and provide advantageous pricing to states like Texas, Oklahoma, and Florida to do so."

Knowing Texas was their best option, as far as being strategically placed to be of most help, after spending some time looking around the state, Cleburne started looking like an ideal location.

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THIS MONTH

- New tenants, Dauntless Air, bring excitement to CPT
- Making use of ancient wisdom
- Hangar Inspections
- Pilots-in-Training Accomplishments

Quote of the Month:

"A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again."

- Unknown

Upcoming Events:

Pancake Fly-In
January 29, 8-10 AM
Ribbon Cutting @ 9 AM
Everyone Welcome!
We will be hosting a Ribbon Cutting at this month's fly-in to celebrate the completion of our Runway/Taxiway Project!

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