

Mishap Statement for Mission Number 21-1-3919 Sortie #06 12-Nov-2020
Felix Keynote 21-454

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On Sunday, November 8, I was notified by email of the assignment to the Western Air Defense (WADS) Mission to take place on November 12 with Radvanyi. CAP assigned us the spare aircraft role to become active for Target aircraft or High Bird aircraft if needed. The plan was to use the Bakersfield Aircraft, N724CP, a Turbo C206.

On Monday, November 9, Radvanyi did pre-mission planning and uploaded all applicable documents to the CAP WIMRS system and informed me via email that he had done so. I checked those documents, prepared my kneeboard printouts, and prepared a flight plan in my Garmin iPad App.

All of this activity was normal for how we always planned for these missions. Acting as the spare aircraft, we spent additional time and planning due to our role's nature.

On Wednesday, November 11, a pre-mission conference call was conducted by the Incident Commander, Jeff Ironfield. Both Radvanyi and I attended. At that time, Ironfield wanted to do a flight release for our morning flight. During that discussion, we learned that a delayed maintenance item on N724CP grounded it, making it unavailable for our mission. After a brief brainstorm, we agreed that Radvanyi could pick up N939CP, a C182, from Whiteman Field (KWHP) for use in the mission. Ironfield added the needed relocation flights into WIMRS. Radvanyi worked up the new paperwork required, including W&B, flight plan, and kneeboard information for KWHP, and uploaded it to WIMRS for a flight release.

Radvanyi and I agreed to meet at the Atlantic FBO at KBFL no later than 7:30 AM on Thursday, November 12, for the mission.

At 6:08 AM, on November 12, I received a text from Radvanyi. It said, "Morning, getting ready to crank at KWHP. We'll need a top off at BFL, whoever fly this last didn't fill it up!" I replied, "Atlantic can fix that up. CU in a bit". That was my clue to arrive a little early at BFL to help fuel when he arrived.

I arrived at the Atlantic FBO at approximately 7:20 AM. I saw that N939CP arrived, and the propeller was still spinning. Shortly after, I walked to the aircraft and greeted Radvanyi. I noticed that Radvanyi was not wearing a flight suit, which was his custom. He laughed that his coffee lid came loose, and he poured coffee all over his suit. He changed into a CAP cooperative uniform of a polo and grey tactical pants before departing KWHP.

Atlantic fueled the aircraft, and both of us checked with the lineman to fill it to the top. We then made a phone call to the IC, Ironfield, to get a flight release. We mentioned to the IC lack of fuel found in the aircraft at KWHP. He told us to take a photo of the logbook and send it to him for investigation. Radvanyi and I agreed to do that at the end of the day as we always take pictures anyway. We received our flight release. While doing a check of the aircraft, Radvanyi

remarked that N939CP was a nice flying aircraft, and it was the plane he used during a flight over schools for the Edwards airshow week activity. While Radvanyi used the facilities, I checked that we had full fuel and closed caps and entered the aircraft. I noticed that the aircraft's inReach device was not plugged in, and the cable was missing. We found an appropriate cable in Radvanyi's flight bag and made it operational.

The engine start was at 7:48 AM. Everything was normal during the runup. We departed with wheels up at 7:58 AM. We climbed to 8,500 and direct to CZQ. Since my last 40+ hours had been flying in a Turbo 206, I noted how much smoother our departure was in the C182.

Since N939CP was an older G1000 aircraft, we did not have ADS-B traffic displayed on the instrument panels, and we did not have data available to my iPad. We both mention to each other about making looking outside a priority. I scanned instruments regularly, noting balanced fuel consumption. The weather was great, and the air was smooth during the entire flight.

My job was primarily monitoring communications and making appropriate calls. After reaching CZQ, we turned as planned to fix TURLO. Over KFAT, CAP Communications relayed at 8:47 AM that they wanted us to loiter at our position, and we began to do that. At 8:58 AM, we were ordered to return to base (RTB), which we did direct CZQ, then KBFL descending to 7,500 feet.

During the flight, we talked about the usual stuff. Mostly about work and that Rich had a systems test that night. He said it was about to get busy. He mentioned not having enough time to work on the airplane we was building. We joked about not wanting any plastic airplanes, and popping rivets on his plane was the way to go. We both mentioned looking forward to the holidays and then a little lamenting about politics.

We began our descent into KBFL approximately over KVIS (Visalia). I detected an odor that smelled like a heater valve was opened and mentioned it to Radvanyi. He said he did not open his heater valve. The smell quickly went away, and I thought at the time it might have been a layer of smoke since a fire TFR was still active near Fresno.

Bakersfield Approach cleared us to a right traffic approach to runway 30L. I noted a heavy haze layer as we descended through it. As we turned final for the runway, Radvanyi noted "two-red, two-white" pointing on the VASI lights, and I said it's just the way we like it. Wheels down came at 9:55 AM. A short taxi to Atlantic FBO and engine stop came at 10:00 AM. Our Hobbs time showed 2.2 hours and a tachometer time of two hours.

Radvanyi noted that he had three hours of fuel by his estimation, and we agreed that he would fill up at KWHP after returning. He would text me photos of the logbook. I cleaned up my equipment, and we both walked to the FBO. He was doing a bio break, and we said our goodbye, and I departed.

I was informed of the mishap while on my lunch break at my job, several hours later.