

GRAMPAW PETTIBONE

Mandatory Carrier Landing Signal

If you don't comply with the landing signal officer's instructions *promptly*, you can get in all sorts of trouble. The LSO is there to help you and when he says "cut," there is no alternative—cut, and promptly.

Here are two examples of what can happen when there is a delay in answering LSO signals:

1. The pilot was given the "cut" when in an approach position such that a normal landing could have been made. He delayed complying with this signal, however, and took a late "cut" while high in the groove. Of course, he overshot and plowed into the barriers. The pilot escaped injury, but the airplane was badly damaged.

2. Making a normal approach for a night carrier landing, the pilot was given the "cut" signal before the plane reached the ramp. He took a "slow cut", however. Since the plane was fast, it floated up the deck to the last wire which caught the tail hook and pulled it out of the aircraft. The barrier finally stopped the plane.

The accident investigating board recommended the following:

a. That all pilots be thoroughly instructed in the premise that the signal officer will usually bring planes in with more speed at night, compensating for the excess speed by giving the cut signal a little earlier.

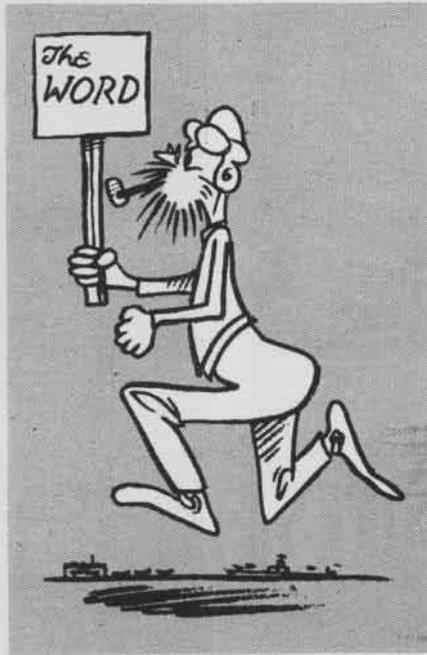
b. That all pilots should comply with the 'cut' signal *without delay* and maneuver the airplane thereafter to make a safe landing on the deck.

c. That all pilots be thoroughly instructed that if there is any doubt as to the safety of the approach, they should take their wave-off prior to reaching a position where the signal officer may give the cut signal.

► **Comment**—Reports indicate there is a current and undesirable tendency for pilots to approach the ramp while still in a turn. The turn into the groove should be completed approximately 100 yards (no more) from the ramp. This will insure sufficient time to get squared away—wings level—before the "cut" signal and will also prevent unnecessarily long approaches being made. Any voluntary wave-off must be taken before the cut. Compliance with that signal is *mandatory*.

While no instructions have been issued to increase the speed of carrier landing approaches at night, it has been noted that there is a tendency, both among pilots and signal officers, to do this. If approach speed is increased, the cut, naturally, must be given sooner, to compensate for the extra speed.

All the LSO directions must be obeyed.



Grampaw Pettibone's Diary



Volume 1 of *Grampaw Pettibone's Diary* has just been issued. As will be noted in the Foreword, this is not new material. It is a reprint from earlier issues of NAVAL AVIATION NEWS. It was prepared in compliance with the many requests that these items be printed in a form suitable for review of pilots and for issue to newcomers.

Distribution is being made to all squadrons and ACI centers and to student pilots at all training commands. Additional copies of Vol. 1 may be obtained by writing to Office of Chief of Naval Operations, Op. 33 J-11, Navy Department, Washington 25, D.C. Requests should be made by the publication number: NAVAER 00-80R-12.

Expressions of opinion from the various commands are solicited as to the considered value of the material *in this form*. Printing of Volume 2 is being held up pending receipt of such advice. If it appears warranted, further volumes of *Grampaw Pettibone's Diary* will roll from the presses at regular intervals, each volume being a reprint of another group of Grampaw's earlier columns.

Guilty on Two Counts

When the pilot lowered his landing gear during the approach, the starboard wheel did not drop. He failed to check the indicators and was therefore un-

aware of his predicament. He also failed to see the frantic "wave-off" given him by the runway signalman.

Considerable damage resulted.



Grampaw Pettibone says:

Let me ask one question. If you owned this airplane and had hired this pilot to fly it, and then saw him crack it up in such a bonehead manner—would you ever trust him to fly it again?—Me neither!

Tips on Air/Sea Rescue

A commander whose PBY was forced down in the Pacific because of a fuel leak offered the following suggestions on the basis of his and his crew's experiences during the 28 hours they were adrift before being rescued:

1. Somebody should take charge *immediately* and maintain order and quiet. Unless guarded against, even the most rugged characters may show symptoms of hysteria after a crash. Don't let anyone bring out the dark side of the situation. Depression is easy at this time and spreads quickly.

2. Treat injuries as soon as possible. The commander reported that such treatment in his experience prevented infections although crew members had dozens of cuts.

3. *Everybody* should check out on *each individual piece* of survival gear. All hands also should have a check-out in rowing, sailing, knot-tying and seamanship.

4. If you don't want sharks, don't trail bright objects over the side.

5. All pilots engaging in search missions should be familiarized with life-raft drift.

6. Rescue planes should carry plenty of long burning float lights and should drop extra emergency gear and rations, even when it is thought survivors are not short.

7. Life-jackets and escape hatches must be checked carefully before take-off.

8. At the *first* sign of trouble, a radio message should be sent to the base to alert rescue facilities.

9. Rafts should be kept together and, where lashings or tow lines are resorted to, frequent checks for chafing of the rafts should be made. When possible, chafing pads should be improvised.

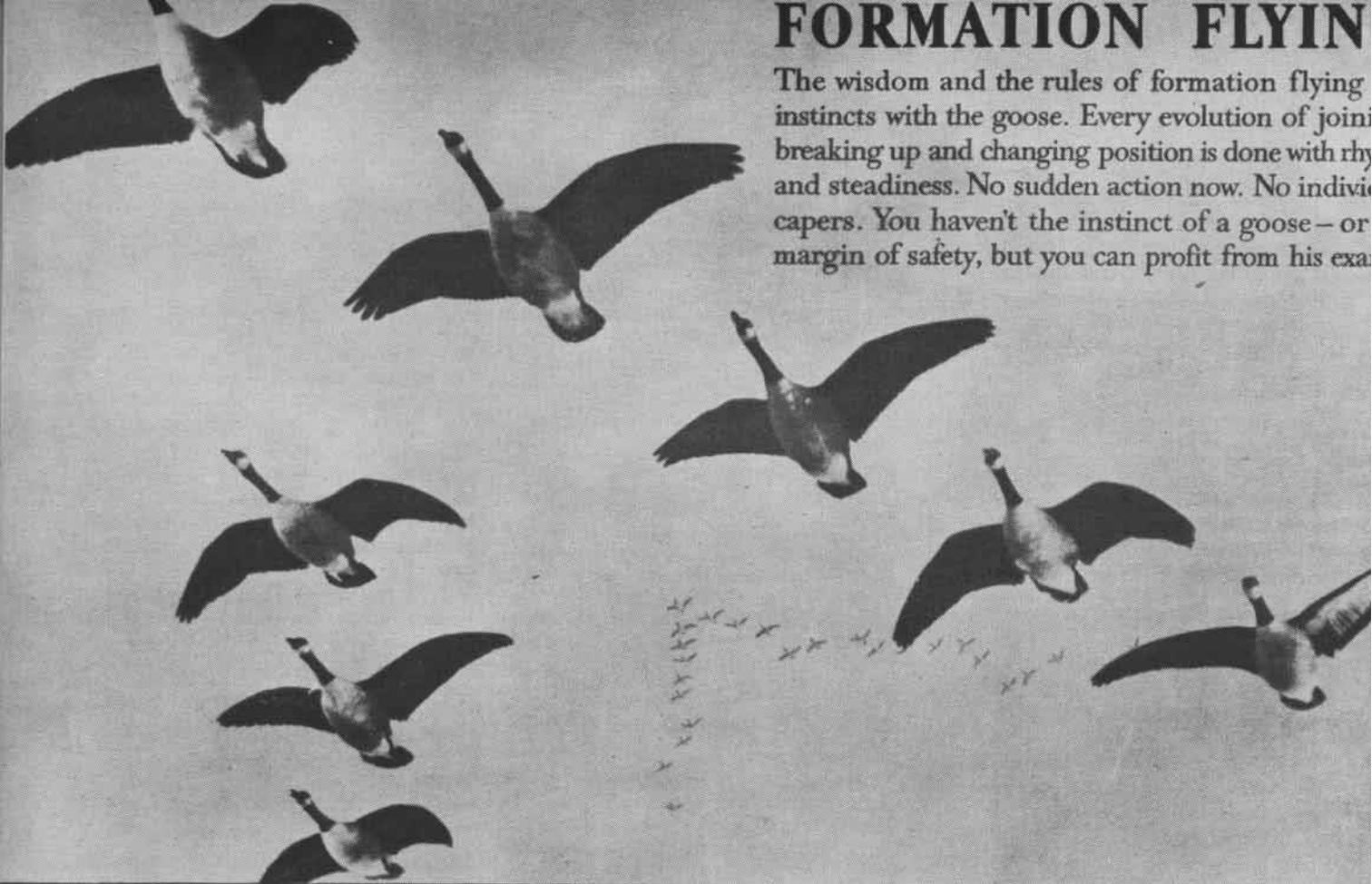
10. After a short rest, every possible precaution should be taken before inevitable ennui sets in. This includes lashing gear, anti-sunburn measures, readying sail and mast, treating injuries, readying measures for attracting attention when occasion arises as well as assignment of duties.

11. Keep the Will to Live burning.

SAFETY IN FLIGHT: These photographs (*right*) are reprinted through courtesy of the Royal Air Force, with permission of Graham and Gillies, London, who produced the original poster series. ►

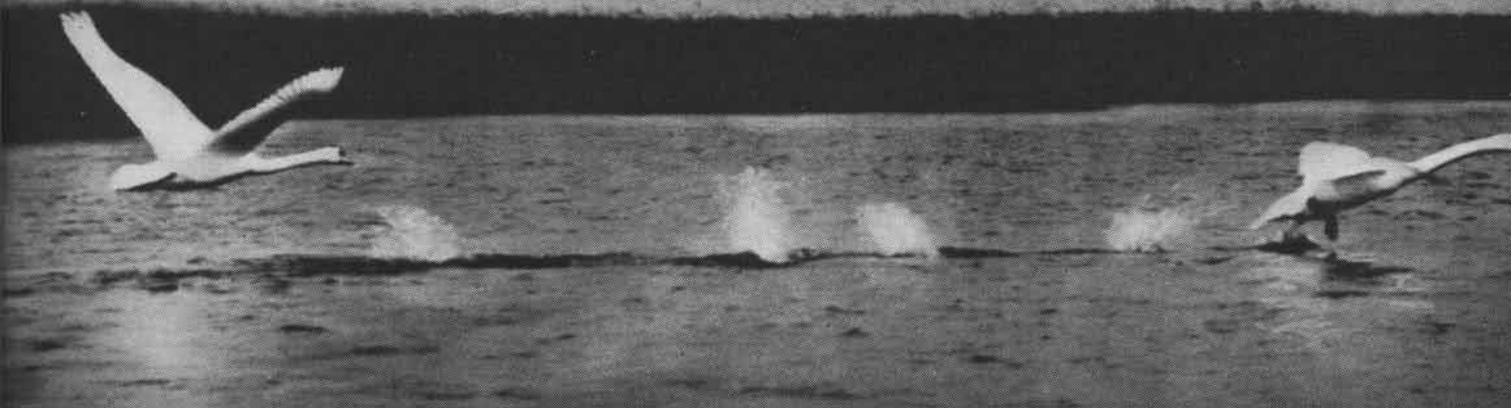
FORMATION FLYIN

The wisdom and the rules of formation flying instincts with the goose. Every evolution of joining breaking up and changing position is done with rhythm and steadiness. No sudden action now. No individual capers. You haven't the instinct of a goose — or margin of safety, but you can profit from his exa



SWANS' TAKE-OFF

This pair of swans is 50 years old. They've been flying ever since before the first aeroplane. Yet there is no risk in their take-off. Every time they choose the longest run into wind, with no obstacles in front.



Why Tempt Fate?

While on a night navigation flight at sea, the pilot noted that his repeater compass was out, but he continued on the second stage of the problem. When approximately 70 miles out, the section of planes passed through a squall and the pilot lost contact with the lead plane in the overcast. His compass out, the pilot was completely lost and made an emergency water landing when his gas ran low.

The investigating board pointed out that since the pilot had no magnetic compass, common sense should have caused him to return to base as soon as he could safely do so. Opportunity for doing this occurred when he was in sight contact of the base at the end of the first stage of the problem.

Creeping Throttle

A third of the way down the deck, an SB2C pilot heard a dull thud and took his hand off the throttle to check whether the tail hook was in place. It was. He then looked up toward the bridge for an indication that something was wrong. In the absence of any signal, he continued his take-off.

Deck personnel noted that the plane was losing power; however, the motor was not cutting out. The pilot, realizing he didn't have enough room to stop, applied 51" manifold pressure and dove toward the water after leaving the deck, to pick up speed. He might have succeeded except for the fact that his wheels hit the water, flipping the plane over on its back. The pilot worked his way out of the cockpit and was picked up by the plane-guard destroyer.

The investigating board believed that the throttle crept back when the pilot took his hand from it to check his tail hook. The importance was stressed of having sufficient tension on the throttle quadrant to insure against the throttle creeping when set in any position. It was pointed out that there are many occasions, such as raising or lowering the landing gear, when the pilot is unable to keep his hand on the throttle.



Grampaw Pettibone says:

A simple twist of the throttle friction control knob on the SB2C will give you enough tension to prevent throttle creepage, even when catapulted. Any pilot who has an accident because of a creeping throttle in a plane where tension adjustment is so simple and effective, has no one to blame but himself. Throttle tension should be checked before take-off.

Barrier Crash Warning

One carrier reports four recent barrier crashes due to pilots taking their hands off the throttle during landings. Normally this would not cause a crash, but in these cases the pilots also had

previously released the throttle quadrant friction for "flexibility." When the pilots removed their hands from the throttles, vibration juggled the throttles open, thus producing unexpected power.

Two of these pilots have special cause to regret these errors. Upon realizing that a barrier crash had become inevitable, each placed his left hand on the top of the wind screen to brace himself. In both cases, the ends of the fingers which protruded over the wind screen were amputated when the airplane turned over.



Grampaw Pettibone says:

To make sure no one misses the moral of this report, I will spell it out:

- Keep your throttle quadrant set up tight enough to prevent creeping at all times.
- Keep your hand on the throttle during take-off and landing.
- Keep your digits and other extremities well inside the cockpit during a crash. It's okay to brace yourself, but use internal bracing.

Hints For Fighter Pilots

The following list of not-so-common-but-equally-important MUSTS for fighter pilots was compiled by VF-15 as the result of considerable flight experience. Most of this advice is equally applicable to all aviators and is, accordingly, earnestly recommended for study and guidance.

- Check all fuel tanks for suction prior to take-off. This is particularly applicable to the droppable tank.
- Insure that droppable tank manual release is fully down, otherwise it may be released inadvertently.
- Keep oxygen mask and helmet out of the slip stream when taking off unless strapped on well, as they may be lost.
- Recharge guns on SAFE after com-

GRAMPAW'S SAFETY QUIZ



All aviators should know the answers to these questions. In the air, the penalty for not knowing may prove fatal. If you miss an answer on the ground, penalize yourself by looking up the reference.

- Why is it dangerous to bank during a dive pull-out?
- When in flight, how does a pilot obtain the current "altimeter setting"?
- Is smoking permitted in naval aircraft?
- Are Navy pilots required to respect "danger areas"?
- Where are the locations of "danger areas" published?

Answers on page 40

pletion of each strafing run to insure against COOK OFF, loss of accuracy from over-heating of barrels and tumbling of bullets, as well as allowing for best cooling.

5. Check only two guns at one time with sight on to observe and check sighting discrepancies.

6. Set gyro compass and gyro horizon on prior to dawn take-off and rendezvous.

7. Check supercharger blowers on deck prior to take-off whether you expect to use them or not.

8. Always give own call when making a "bogey tallyho."

9. Maintain a running fix on your position from base and/or target so that you won't waste time in case of an emergency or if you must assume the lead.

10. Check ZBX after departure from base to insure best tone setting for maximum range.

11. Write out long radio messages prior to transmitting them and know what you are going to say before transmitting.

12. Never interrupt a message already ON THE AIR.

That Blindfold Test, Again

The pilot wasn't too sure where he was supposed to secure his microphone.

So he looked down into the cockpit while continuing to taxi down the landing strip. Yes, you know the rest. His plane hit the aircraft ahead, the prop chewing into the vertical fin, stabilizers, fuselage, rudder and one wing.

The cure, as recommended by the investigating board, was:

"Require all pilots to pass blindfold cockpit checkout."



Grampaw Pettibone says:

Ye gods, does each squadron have to wreck a plane or maim a pilot before they will institute the blindfold cockpit checkout!

Where Am I?

Because he had no idea of his position, a fighter pilot was forced to land at sea when his radio failed. Fortunately, this pilot is able to profit by his mistake, for he was rescued the next day.



Grampaw Pettibone says:

Talked to the CO of a fighter squadron the other day whose pilots all had the reputation of being expert navigators. Asked him how come. He allowed as how his "boys" probably were the best fighting pilot, navigators in the Fleet and then he made the following ambiguous remark: "They don't like to eat chamois skin."

Seems the CO himself was once forced down at sea because his navigation was a bit careless. He claims the only thing that kept him from starving to death before he finally was rescued, was eating the inside of his helmet. Right then and there he decided that nobody in his squadron would ever have to eat chamois because of not knowing how to navigate and return home.