

GRAMPAW PETTIBONE

Landing "Check-Off" Rhyme

Dear Grampaw Pettibone,

I read with interest your "Take-off Check-off" rhyme in the last issue. In answer to your request for a landing "check-off" verse, the following is submitted:

The wind tee's cocked, my tail wheel locked,

The best of tanks I've chosen,

The mixture's rich and prop in pitch,
The runway may be frozen.

The hook I check t'avert a wreck,

The tabs insure control.

The flaps I set, wheel must be let,

The STRAPS defy no roll.

While such supplemental agencies may assist in covering check-off list usage, there is nothing as positive as applying the check-off list properly.

Very truly yours,

/s/ M. U. BEEBE,

Comdr., U.S.N.



Grampaw Pettibone says:

Thanks a lot for the verse. Let's all see if we can't cut down on accidents that result from failure to use the check-off list.

Attention, Short Pilots!

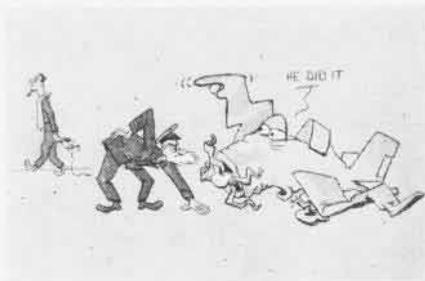
Three accidents have occurred recently because the pilots were unable to obtain full throw of the rudder. Attention is directed to Technical Order 113-44, which states in part:

"It is absolutely necessary for pilots of short or medium stature to be so positioned in the cockpit that full control throws may be obtained when desired. In addition, the possibility of high reversal of elevator and rudder forces in unusual types of spins cannot be overlooked, when the strength of both hands, or even a foot, is needed to push the elevator control forward."



Grampaw Pettibone says:

You short fellas had better start using back pads. Any parachute shop can make one for you, and it's worth the extra trouble to carry your own with you. One of the oldest "young" pilots I know is a Navy flier who only weighs 126



pounds with his greens on and extra lead pencils in his pockets. He has flown over 3000 hours without a mishap in planes ranging from fighters to PBM's, but he always has his back pad with him.

Open the Cockpit Hatch Before Landing

The pilot of an FM-2 called the tower a few minutes after take-off and said he was making an emergency landing because "my pump is out." At this time he was over the field at an altitude of approximately 2500 feet.

The pilot overshot the service runway and turned away from the field at about 800 feet, then back into the adjacent runway. He came over this, the short (2000 ft.), runway at a normal altitude but with an estimated airspeed of 130 knots, and landed wheels first on the last third of the runway. Using his brakes and apparently trying to ground loop the aircraft, he ran off the end of the runway and nosed over in 5 feet of water about 50 yards beyond the field.

The weight of the plane resting partly on the engine and pilot's canopy made it impossible for pilot to escape. Immediate rescue facilities were on hand and every attempt was made for a rapid rescue, but the pilot drowned before the plane could be righted.

Comment—It is the opinion of the investigating board that had this pilot complied with instructions in the pilot's handbook and in Flight Safety Bulletins by locking his canopy in the "OPEN" posi-

tion before landing, he could have freed himself or made it possible for the rescue crew to remove him immediately.

Disregard of Orders

A three-plane ferry flight of SB2C's remained overnight at a civilian airport near New Orleans. The next day the lead pilot told his two wingmen that the weather was contact to Houston and the three planes took off for NAF Hitchcock, Texas, at approximately 1500. Heavy fog covered the entire area into which the flight was led. The weather had been bad for the previous 24 hours. No clearance was obtained for the flight, no airports were contacted enroute, and the flight did not turn back when instrument weather was encountered.

Unable to locate NAF HITCHCOCK, the leader led his flight down through the fog looking for an opening. At this time, one wingman noticed that he was losing oil pressure and dropped behind. A few minutes later, he broke out of the fog and made an emergency landing on a country road with major damage to his plane. The other two planes continued down and broke out low over Texas City Bay. The lead plane made a sharp turn to the right, and the wingman, attempting to stay on the inside of the turn, caught a wing in the water and crashed. A second later, while in the same turn, the lead plane hit the water. Both planes were demolished and the lead pilot was killed.

Comment—The leader of this flight violated specific instructions on weather minimums for ferrying of aircraft. He violated regulations in taking his flight out without a clearance from C.A.A. He showed very poor judgment in not making use of the radio facilities available en route to secure the latest weather information. Finally, when instrument conditions were encountered, he should have turned back and landed at the nearest airport where contact conditions prevailed. His poor judgment and disregard of orders resulted in loss of three planes and his own life.

KINGFISHER RETIRES FROM RESCUE NAVY

THE LAST OF THE Kingfishers are being removed from cruisers and battleships to be replaced by the newer, faster Seahawk. Now outmoded, the OS2U has landed in rough seas beneath the muzzles of enemy shore batteries to lift at least 35 downed fliers to safety. During the battle of Truk, Kingfisher pilots

landed within the reef and taxied crashed airmen to waiting subs. One aviator was picked up inside the lagoon itself. While Zeros and shore guns blasted the area, a cruiser pilot rescued an exhausted flier from the inland waters of Kagoshima Bay on the Japanese island of Kyushu. The Kingfisher has done its job.



Inadequate Check-Outs!!

Case #1. Multi-engine pilot, 726 hours. First flight in F4U, leveled out take-off. Two killed.

Case #2. Multi-engine pilot, 1095 hours. First flight in F4U, leveled out too high on landing, stalled in on left wing. Major damage to aircraft.

Case #3. Pilot, 1550 hours. First flight in FM-2, failed to crank the wheels all the way down. Major damage to aircraft in belly landing.

Case #4. Marine pilot, 919 hours. One hour in GH-3 type, lost control of aircraft on landing, ran off runway, hit obstructions. Aircraft demolished.

Case #5. Marine pilot, 1005 hours. First flight in F4U, tried to loop at high altitude, unable to recover from spin. Aircraft demolished, pilot killed.

 Grampaw Pettibone says:

There is no substitute for an adequate check-out before flying a plane for the first time. Multi-engine pilots should NOT be permitted to fly single engine planes until they have studied the pilot's handbook, received a thorough cockpit check-out, and passed a regular check-out flight in the specific type aircraft, or in a dual control aircraft with similar flight characteristics.

Reserve bases should take particular care to check on the qualifications of Reserve Aviators on Inactive Duty before assigning them aircraft for familiarization flights. No matter how "hot" a pilot was in Liberators or Venturas or big boats, he needs refresher training when he reports back to the local reserve base and asks for a single engine plane.

Maintenance Boners!

The C.O. of a bombing squadron writes:

"This squadron has found that in the hurly burly of present reconversion and demobilization, it pays more than ever before to check aircraft meticulously—to the extent of crawling through them daily. In one day a cold chisel, a miniature bomb, and a wrench were found in the wing folding mechanisms of three SB2C's. It appears that maintenance and ordnance crews were using the wing fold shelf as a work bench. It is a *must* for all aircrewmembers and pilots to be constantly vigilant in their pre-flight inspection."

And a fighting squadron C.O.:

"The pilot returned to the carrier with smoke pouring from the starboard side of the engine . . . and was taken aboard as soon as the ship could be turned into the wind.

"Upon inspection of the engine it was found that one cylinder (replaced five days before) had not been properly secured. It was held firmly by only three hold down bolts, the rest being

merely finger tight! The three studs had been sheared off, leaving the cylinder quite loose, and causing excessive oil leakage."



Grampaw Pettibone says:

Either one of the above incidents could very easily have cost some pilot his life. Maintenance personnel must remember that every task, no matter how small, must be done well and thoroughly.

Negligence

The pilot of an F4U-4 aircraft made a safe arrested landing aboard a carrier. The plane's belly tank broke loose and hurtled forward through the propeller, burst into flame and spread flaming gasoline over a considerable area of the flight deck. The plane rolled aft and came to a stop with the tail in the starboard catwalk about 200 feet aft of the island superstructure. The pilot, engulfed in flames, was observed to clear the plane and jump over the side of the ship. He was last seen half way to the guard destroyer.

The squadron engineering officer had instructed all plane captains to drain all belly tanks. Before commencing the flight, the pilot was told to see if his external tank was empty.

The forward inertia plus the free surface effect of the fuel in the tank, coupled with the jolt of the arrested landing, caused the shearing of the forward shackle rivet.



Grampaw Pettibone says:

This pilot took someone else's word that the belly tank was empty. Someone failed to get the word or forgot to carry out the Engineering Officer's order. This negligence plus the fact that the pilot didn't make a personal check cost him his life. Don't let this happen to *You*.

GRAMPAW'S SAFETY QUIZ



1. Is it permissible to use 91 octane fuel for ferry operations within the continental limits in aircraft for which 100 octane fuel is normally specified?
2. How much time must a pilot have in the specific type aircraft in which he requests an instrument clearance?
3. May single-engine aircraft be cleared under Instrument Flight Rules when in a ferry status?
4. Do jet-propelled aircraft have precedence over conventional aircraft in taxiing, landing and take-off?
5. What is the leading cause of fatal accidents in the F4U?

(Answers on Page 40)

A Fouled Engine Will "Foul" You

An F6F pilot made a normal take-off run, but just as his aircraft became airborne, the engine began to backfire and cut out. The pilot cut the throttle and landed at about 100 knots on the last third of the runway. He applied full brake and skidded over 600 feet, nosing over as the aircraft hit the grass area at the end of the runway.

In describing his pre-flight check, the pilot mentions that he "cleared" the engine once while en route to the service runway and again just before take-off. Subsequent investigation by the engineering officer showed that only 12 of 36 plugs tested properly. The engineering officer offers the opinion that the plugs were "fouled by the pilot prior to his attempted take-off . . . due to improper idling and clearing before take-off."

► **Comment:** Plug fouling at idling RPM is not a "built in" feature of aircraft engines, but the result of improper adjustment of the idle mixture setting.

Neither the pilot nor the engineering officer makes any mention of checking the idle mixture setting. This type of accident is a direct result of non-compliance with Technical Order #80-44, portions of which are quoted below:

"The following routine check (applicable to carburetors having an idle cut-off feature) shall be made after each warm-up:

IDLE MIXTURE CHECK: With the engine idling, cockpit throttle lever fully retarded, move the cockpit mixture control lever momentarily, but with a slow steady pull, toward or into the Idle Cut-Off position and observe the tachometer (also listen and feel) for any increase in RPM during the process of leaning. Insure return of the mixture control to Auto Rich before the RPM can drop to a point where the engine cuts out but do not return it before a definite drop in RPM is observed.

A momentary increase of 5 RPM is considered optimum. If the increase in RPM exceeds ten, the setting is too rich. If there is no perceptible increase in RPM, the setting is too lean and engine may cut out in a glide or upon advancing throttle. In either case, . . . the mixture shall be readjusted immediately in accordance with General Engine Bulletin No. 2."

It normally takes a mechanic less than five minutes to correct the idle mixture in accordance with the above bulletin. *It takes the pilot less than five seconds to make this important safety check.*



Grampaw Pettibone says:

This fella should have seen my new movie* starring AC and Champ—"Two Plugs from Pensacola". Then he would have had the word.

*Flight Safety Movie MN4353G "Idling Mixture Check."