

GRAMPAW PETTIBONE

Slightly Short of Gas?

During recent Fleet Intertype Exercises a group of four FJ-1's was dispatched to intercept a task force about 150 miles at sea. The *Furies* were to proceed out at high speed and simulate a low level attack on the Fleet. Because of poor visibility and low ceiling the task force was not contacted at the end of the intercept leg. The flight leader was prompted to continue on a little further in the hope of making contact and delivering an attack, but in so doing he extended the range to a distance which prevented one of the planes from returning to base. The other three FJ-1's managed to make it back to the airfield and land, but all three ran out of gasoline before they could taxi to the line.

The following statement from the pilot who ditched should be of interest:

"When the fuel quantity gage registered zero the plane flew for about three to four minutes longer before the fuel pressure gage slowly dropped to zero. I was fairly close to the westward side of Point Loma but didn't think I could have glided over Point Loma so I turned south and paralleled the land until I rounded the tip of Point Loma at which time I headed for one of the small boats (of which there were many).

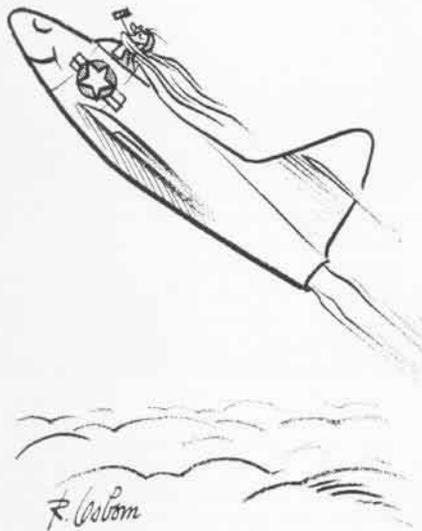
"When the airspeed indicator showed 150 kts. I put my flaps down all the way. I tightened my shoulder straps and let down to approximately two to three feet above the water. I leveled off in a nose-high, three-point attitude and held same before I hit the water. My airspeed indicator read 75 to 85 knots just before I hit the water. The water was very smooth and I only felt one impact which was similar to an arrested carrier landing. The nose appeared high and there was little spray over the nose (much less than the conventional plane such as the F6F-5P, which I have experienced).

"My landing was on a heading of about 130°M and the wind was from 180° at five knots. When the plane stopped moving I looked out over the side of the cockpit and noticed that the plane was still riding high with most of the wing above water. I unbuckled my safety belt and looked out again, standing up as my straps became loose. The plane was still riding high in the water so I unbuckled my parachute and took out the para-raft kit, opened it and inflated the life raft while I was still standing in the plane. I put the raft over the starboard side and climbed in. A fishing boat made a 180° turn and picked me up immediately. I was in the raft about 3 to 5 minutes."



Grampaw Pettibone says:

Well, they say "practice makes per-



fect," and your second ditching seems to bear this out. If any other FJ-1 pilots have to ditch, I hope they will use this technique and stay nice and dry.

Here's an interesting item which caught my eye while reading the report of this accident. On the return flight these planes slowed down to around 300 miles per hour in order to get maximum range.

Ho-hum, some of us were born 30 years too soon.

Taxpayers' Friend

While on a routine ferry hop from MCAS CHERRY POINT, N.C. to Weeksville, N.C., a pilot flying a TBM-3E experienced the following difficulties.

Upon arrival at Weeksville, an attempt was made to lower the landing gear and the flaps, both of which failed to operate, even though the hydraulic pressure gauge indicated 1500 pounds pressure. The hydraulic selector was then placed on "Landing Gear," and an attempt made to lower the wheels by use of the hand pump.

This also failed, and as a last resort, the emergency release system was used. Following the use of the emergency system, the right wheel indicated down; the left wheel half way down. The pilot then had the passenger check the position of the wheels from the tail gunner's position, which check indicated the wheels to be in the position as shown by the indicators.

The pilot then climbed to 2500 feet and made several dives followed by abrupt pullouts in an effort to force the wheels down. The left wheel indicator would move on each pullout, but the wheel failed to lock down.

Permission was then obtained from the tower to make a normal landing approach and bounce the right wheel on the runway in a further effort to get the left landing gear to lock.

Turning into the final leg of his approach, the pilot completely closed his throttle, thereby causing the warning horn to blow. At an indicated airspeed of approximately 90 knots, and with the plane in a right-wing-down attitude, the right wheel was forced down with sufficient force to cause the left wheel to lock in the down position. A voluntary wave-off was immediately taken before flying speed was lost, and before the left wheel touched down.

The pilot then climbed to 1000 feet, checked his landing gear through use of the indicators and the warning horn, and as they were apparently "down and locked," made a no-flap landing with no damage to the aircraft.



Grampaw Pettibone says:

That background noise is just the taxpayers cheering because this fellow didn't throw in the sponge until he had tried everything. He took his time, used his head, and tried one method after another until he finally got his wheels down and locked. The manner in which he accomplished this was a little unorthodox, but it worked, and it saved the price of some mighty expensive repairs.

One Sniff Too Many

Dear Grampaw Pettibone:

The following case was reported to the Aviation Safety Board at MCAS CHERRY POINT, N.C., and I think it may be of interest to some of your readers:

"On May 3rd, a pilot took off from Glenview at 1300 on a cross-country trip to Cherry Point. Because he had a mild nasal congestion, he used a benzedrine inhaler, taking four or five breaths through the inhaler every fifteen minutes. At about 1400 he had sensations of his hands and feet going to sleep. He opened his hood wide, thinking he possibly was getting carbon monoxide in the cockpit. He also used the benzedrine inhaler again, taking deep breaths through both the mouth and nose in a effort to stimulate his senses since he felt as though he were going to sleep.

"His tongue felt thick, and it was difficult for him to enunciate distinctly. He also noted poor coordination and became aware that his sensorium was cloudy and that he was confused mentally. Finally he lost all peripheral vision and had only a gun-barrel type of central vision. At this point he seriously considered bailing out, but because

one of his squadron members located a field, he was able to land by flying wing on the other plane which led him down to the ground.

"Complete findings of the physical examination given the pilot when he reached the hospital are not available at this time, but it is known that his systolic blood pressure was 170 at the time he reached the hospital and that the patient was exhilarated and was given a sedative and allowed to sleep for about an hour, at which time his systolic blood pressure was 126, his peripheral vision had returned and his sensations were normal. Except for the fact that he felt weak, he had no further difficulties.

"It is known that benzedrine is a powerful stimulant of the central nervous system. It elevates the blood pressure, constricts peripheral blood vessels, relaxes muscles of the respiratory tract and intestines, stimulates the heart muscles, dilates the pupils and stimulates the respiratory center. It produces increased motor activity and sleeplessness in normal individuals.

"In some patients, who have above normal sensitivity to benzedrine, it produces headaches, palpitation, dizziness, delirium, fatigue and depression. The temporary mental stimulation obtained in normal persons is therefore not always salutary and considerable danger lies in promiscuous use of the drug. Instructions coming with the benzedrine inhaler recommend inhaling twice through each nostril, not oftener than once an hour.

Used in this manner as a means of preventing nasal congestion, the inhaler is perfectly safe; however, the above case points out the danger of promiscuous use of the benzedrine inhaler. All pilots should be warned of the inadvisability of attempting to use the benzedrine inhalers to relieve fatigue or sleepiness."

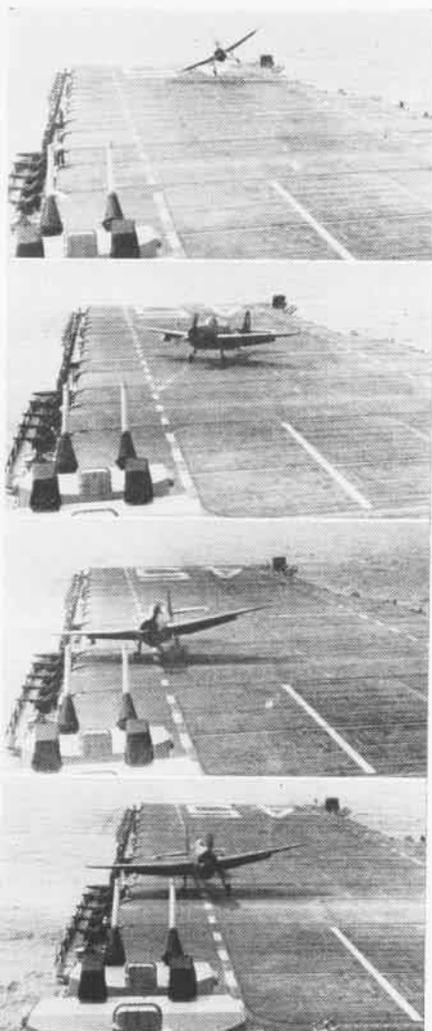
 **Grampaw Pettibone says:**

Thanks for this interesting case. By the way, I just read a report by a group of Flight Surgeons at Pensacola which also contained information of interest to fliers. These doctors had just studied three cases which indicated that sunburn was responsible for a decrease in ability to withstand high accelerative forces.

In one case, for example, a young flight instructor acquired a moderate sunburn over most of his body the day before he rejoined his dive bombing squadron. On the following day he resumed his duties as flight instructor, but found that he blacked out very readily in maneuvers which ordinarily caused him no trouble.

During the next few days he continued to blackout very easily. At all other times he felt well and never associated his recent sunburn with the lowered blackout threshold. In this case and two others these symptoms disappeared as soon as the sunburn had faded.

Looks like the moral of this story is to take it easy when acquiring a Florida sun-tan particularly if you are going to do any flying where you are likely to encounter high accelerative forces. In regard to using benzedrine to stay awake while flying, Grampaw's advice is to go to bed earlier the night before. It always works well.



Rough Carrier Landing

The TBM pictured above skidded a little to the left of the center-line following a good approach. After the cut the pilot over-corrected to land center by dropping his right wing too far. This correction should have been accomplished by using rudder instead of excessive aileron.

The plane hit the deck on the right wing tip and right landing gear, and in the second picture, looks as if it is headed for the cat walk. Fortunately, the pilot got the tail down, engaged a wire, and was arrested normally.

One For The Books

Down Cherry Point way there's a Marine Lieutenant walking around under his own power after coming just about as close to killing himself as possible without actually doing it.

While on a glide bombing run in an F7F he became so intent on getting a hit on the target that he waited too long to start his pullout. The run was started at 5000 feet and the plane was indicating 320 knots when the pilot discovered that he had gone too low in his dive. He pulled back on the stick, but the plane struck the ground in a flat atti-

tude at the bottom of the pullout and bounced 200 feet into the air. The propeller on the left engine was damaged in such a way that it could not be feathered and the blades were almost flat against the flight path.

The pilot succeeded in getting the F7F turned toward Cherry Point and held an altitude of about 200 feet on the way back to the field where he made a successful single-engine landing. Inspection showed that the plane struck the ground with a force of 11 G's positive and registered 2½ G's negative when it bounced back into the air. The underside of the plane suffered considerable damage and the aircraft will have to be turned in for a major overhaul.

 **Grampaw Pettibone says:**

It beats me the things some people get away with. But, son, you'd better be careful now or you'll step off your front porch and break a leg. Seems like that's the way it runs.

Target fascination has put a great many excellent pilots under six feet of sod.

I'm mighty glad that in your case it was only marginal.

Who Tore The Bag?

During anti-submarine exercises off Boca Chica, Florida, the crew of a blimp heard a loud noise to starboard, accompanied by a noticeable shudder of the airship. A few seconds later a tear approximately 15 inches long was discovered in the airship envelope directly above the starboard propeller.

As the blimp became progressively heavier on the return to base, it was necessary to jettison all available ballast and considerable equipment. The ship was actually about 4200 pounds heavy when the emergency landing was made.

Inspection of the interior of the K-80 disclosed that the object which had been thrown through the airship envelope by the starboard propeller was a radioman's khaki shirt. The radioman stated that he had removed his shirt and placed it on top of a piece of electronics gear near an open port. This window was forward of the starboard propeller, and the shirt evidently blew out the window and into the propeller.

 **Grampaw Pettibone says:**

It's bad enough to lose your shirt in a poker game, but when you lose it out the window of a blimp—standby for further trouble. Before opening any car window forward of the propellers in an airship, a careful inspection should be made for loose equipment, and permission should be secured from the pilot.

By the way, there was a neat bit of air-manship displayed in the emergency landing of this extremely heavy airship in very light winds. The good judgment and technique employed were largely responsible for the minor damage while landing.