

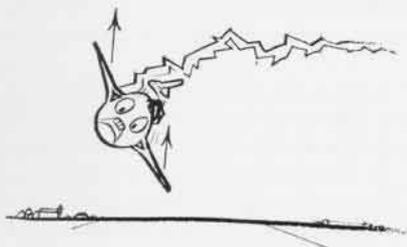


# GRAMPAW PETTIBONE

## It All Adds Up

It's simple arithmetic that when a pilot is passing through the 300 to 600 flight-hour range, he's in a period of his flying career that warrants special consideration. Behind is the comparative safety of the Training Command and facing him is flight in high performance aircraft and operations which are inherently more hazardous. To help get him over the hump he should:

**Remember** that professional flying



demands planned action and smooth application of the controls. Avoid abrupt changes in flight and power plant controls.

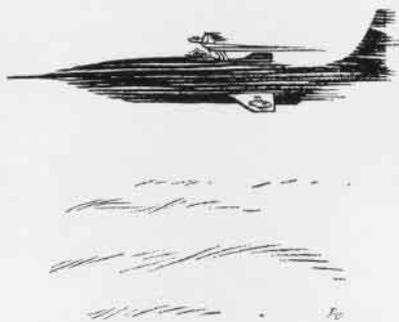
**Realize** that flying speed must be maintained. Stalls occur most frequently in banked attitudes of flight as a result of the pilot's failure to appreciate fully the increasing speed required with increasing angles of bank.

**Recognize** that emergency procedures must be anticipated. Minor emergency situations often result in accidents because the pilot failed to utilize the proper emergency procedure in the time available for its effective application.

## Dear Gramp:

Early this year our FASRon received an AD-4W from the forward area for transfer to Litchfield Park for storage. Upon receipt, the plane was reportedly in flying condition. We test-hopped it, found no downable gripes and readied the aircraft for its flight to Litchfield.

Before take-off the air speed indicator became inoperative and the pilot returned to the line. When the check crew inspected the aircraft for the



cause of the failure, they found that the pitot tube line had been severed previously. Instead of replacing the line, someone had merely wrapped masking tape around it, painting the tape the same color as the rest of the line and making detection of this discrepancy almost impossible. Except for the timely observation of the pilot, this slipshod repair might have caused a serious accident with possible loss of life.

LTJG, USNR



**Grampaw Pettibone Says:**

Great Balls of Fire! This reminds me of what the housewife told the judge when he asked her why she went

*We embalm 'em with masking tape & then paints 'em pink*

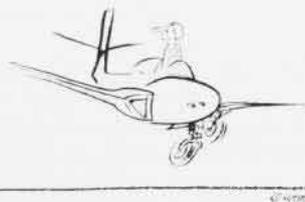


back upstairs and reloaded the gun after shooting her husband—"Well, judge, he wasn't dead yet."

How *anyone* concerned with the maintenance of aircraft could pull such a dastardly trick is beyond me. Pistols, poison, or masking tape—morally, if not legally, in my book, it still spells murder.

## Stopped that Rattle

After actuating the gear handle preparatory to landing a *Banshee*, the pilot noted that the landing gear indicator showed unsafe for the right main



gear. Investigation subsequent to the landing revealed that the gear may actually have been down, but that the gear indicator malfunctioned. At any rate, the pilot recycled the gear and still had an unsafe indication; however, he did not have the tower or other aircraft give him a visual check.

Following squadron doctrine and the Pilot's Handbook, he attempted emergency extension with negative results. At this time visual check by other aircraft revealed that the right landing gear was up and the landing gear door was closed. The pilot elected to land in field arresting gear without further delay because of low fuel state.

The damage, while not extensive, was charged to maintenance personnel error. Line personnel had lengthened the door actuator rod to prevent door chatter caused by weakened landing gear door actuator clutch. This precluded movement of the torque tube which would have allowed the landing gear door to open when the emergency system was actuated.



**Grampaw Pettibone Says:**

Looks like they stopped the rattle, but wrecked the jet. Fortunately,

the use of the arresting gear minimized the damage to the airplane, but this is one of those things that shouldn't have happened at all. A pilot can think up enough ways of getting into trouble all by himself without contributions of this type.

## Dear Grampaw:

I believe that a significant point is often missed as concerns the detection of anoxia. It should be emphasized that section leaders must be alert to the possibility of anoxia and if the slightest indication of it appears, a lower altitude should be sought immediately. If a wingman does not appear to be functioning in a normal manner or there is any reason to suspect possible anoxia, the section leader is justified in ordering, in a clear and emphatic voice, his wingman to de-



scend. There should be no unnecessary time lapse.

A high index of suspicion on the part of high altitude flyers to peculiarities and irregularities of flying by their wingmen and prompt action—clear, loud, firm orders to descend—could prevent this type of accident and fatality. Not only do wingmen have a great potential life-saving function, but others—including non-aviators—can participate in saving lives and equipment by being alert to manifestations of anoxia and taking positive action when they see or hear anoxia manifestations.

Capt. (MC), USN

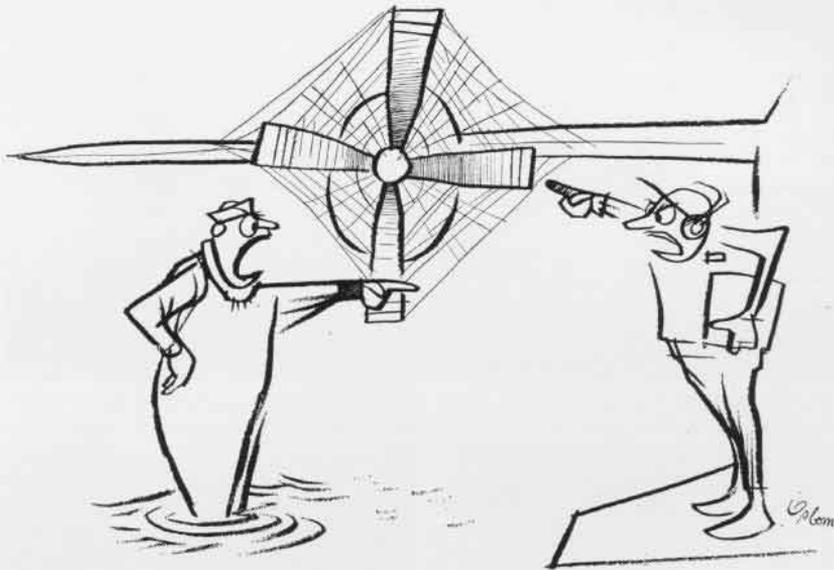


### Grampaw Pettibone Says:

A very good point—if a pilot's actions are strange or slow he should be directed to turn on 100% oxygen and reduce altitude at once. We should also be alert for another killer, carbon monoxide poisoning. In either case, the victim needs life-saving oxygen and quite possibly a life-saving buddy to avert disaster.

## Training Problem

Just about the time you think you've heard them all, someone comes



in with a new one. Recently, a VR-31 squadron airman reported that the "voice" tube he found under the seat in an aircraft was out of order. He couldn't talk to the pilot through it.



### Grampaw Pettibone Says:

I'm glad they passed this discrepancy to the Training Department, rather than to Maintenance.

## Dear Gramp:

Your assistance is requested in resolving an argument over the definition of an "aircraft accident" as it concerns one phase of seaplane operations. Here's the question: Should an accident which occurs during the routine beaching of a seaplane be treated as an "aircraft accident" or an "aircraft ground accident?"

OPNAV Instruction 3750.6A defines an aircraft accident as an occurrence which results in damage to the aircraft between the time an engine or engines are started for the purpose of commencing flight until the time the aircraft comes to rest with all engines stopped for complete or partial deplaning and/or unloading. This is in-

terpreted by one side to mean the time when the engines are cut after making the ramp buoy preparatory to beaching, regardless of whether unloading occurs at the top of the ramp or at the buoy.

The opposite side contends that the definition normally refers to the time the aircraft comes to rest at the head of the ramp for unloading after being beached, but that it can also refer to the time when the engines are cut at the ramp buoy, provided the unloading occurs at the ramp buoy.

What say you, O Wise One!

LCdr., USCG



### Grampaw Pettibone Says:

The Aviation Safety Division tells me that the flight ends for the purpose of aircraft accident definition when the engines are cut and the airplane is at rest—on ground or water—with no intent or further flight until after a complete or partial deplaning and/or unloading has occurred.

It doesn't matter whether the unloading has actually taken place or at which location it may occur as long as the engines have been stopped for that purpose. Any damage occurring to the aircraft after the engines have been stopped (with no intent of further flight) would meet the definition of an aircraft ground accident. They tell me the next revision of OpNav Instruction 3750.6A will be more specific on the point you raise.

I had thought maybe there ought to be a water accident category for seaplanes, but I've talked myself out of it. I figure that if seaplanes can be "grounded" without going aground, they can also be subject to ground accident on the water.