



GRAMPAW PETTIBONE

Back-Firing Home

Tucked in with the morning dispatches of accidents that *did* happen, was this unclassified message from Commander Task Force 43.2 of one that *didn't*.

"RECAP OF FLIGHT 6 DASH 7 JAN X P2V BUNO 122465 PLANE CDR LCDR J W ENTRIKIN HAD FLOWN 1060 NAUT MILES FROM MCMURDO SOUND ON AN INVESTIGATION OF THE ANTARCTIC ICE CAP X HE HAD MADE A ROUTINE POSIT REPORT AT 061030Z X A FEW MOMENTS LATER AT 061051Z HE ELECTRIFIED THE RADIO AND CIC ROOMS OF THE USS WYANDOT BEING USED BY VX-6 AS AN AIR CONTROL CENTER X SOS SOS SOS COMMENCED FLOODING THRU EARPHONES AND LOUDSPEAKERS X ANXIOUS HUSH FELL AS POSIT AND REPORTS WERE COPIED THAT STBD ENG WAS FAILING AND BOMB BAY TANKS JETTISONED X

"AT FIRST IT SEEMED LIKE HOPELESS SITUATION FOR CREW AS PLANE 1000 MILES FROM BASE AND 12000 FT ICE CAP TO CROSS X SINGLE ENG ALT OF HEAVILY LOADED PLANE ONLY 6000 FT X TEMP MINUS 21 CENT X PLANE MANAGED TO MAINTAIN 13000 FT BY NURSING FAILING ENG ALONG X ENG BACKFIRED VIOLENTLY APPROX EVERY THREE MINUTES AND FUEL CONSUMPTION ON BAD ENG WAS 400 LBS PER HOUR YET LITTLE POWER WAS BEING DELIVERED X RPM FLUCTUATED WILDLY BETWEEN 2200 AND 2900 RPM X PORT ENG FUNCTIONED NORMALLY DURING FIVE AND ONE HALF HOUR FLIGHT BACK TO MCMURDO X

"CREW COMPLETELY STRIPPED A/C OF EVERYTHING EXCEPT ESSENTIAL RADIO AND



45 DAY SURVIVAL EQUIP X THREW OUT ALL PERSONAL BELONGINGS X ENTRIKIN MANAGED TO HOLD ON TO A PACKAGE OF ENLISTED PROMOTION EXAMS SO WAS NOT COMPROMISED BY BEING SCATTERED ACROSS ICECAP HUNDRED OF MILES FROM NOWHERE X STBD ENG FAILED COMPLETELY 10 MINUTES PRIOR LANDING ON MCMURDO ICE STRIP X PLANE HAD ONLY 150 GAL FUEL REMAIN ON LANDING DUE HIGH FUEL CONSUMPTION ON RETURN FLIGHT X HEATERS TURNED OFF TO SAVE 30 GAL GAS PER HOUR X CANTEEN WATER IN COCKPIT FROZE SOLID AND CREW SO COLD THEY SHIVERED VIOLENTLY EVEN THOUGH WARMLY DRESSED X

"ALL SHIPS CMM SEABEES AND SQDN PERS TURNED TO IN A MATTER OF MINUTES TO MARSHALL ADDITIONAL SURVIVAL EQUIP CMM REFUEL AND HANG JATO BOTTLES ON SAR A/C AND READY PLANES FOR INTERCEPT AND ESCORT OF THE CRIPPLE X ONE BONE WEARY CREW WAS AWAKENED AND BRIEFED AFTER RETURNING ONLY HOURS BE-

FORE FROM A FIFTEEN HOUR RECON MISSION X

"ALL A/C FREQ BECAME SILENT SO AS TO PROVIDE CLEAR CHANNEL COMM BETWEEN PLANE AND AIR CONTROL X SOLEMN FACED OFFICERS AND MEN DROPPED BY AIR CONTROL TO RECEIVE ORDERS AND AS QUICKLY DEPARTED TO PROCURE REQUIRED SUPPLIES X MANY A SILENT PRAYER WAS SAID AS THE SECOND HAND SEEMED TO STOP AND THE TENSION MOUNTED X COMM REMAINED EXCELLENT UNTIL 061430Z WHEN ALL CONTACT WAS LOST X WEAK M O'S HEARD FOR FEW MINUTES SHORTLY AFTER 1500Z X AN R5D AND P2V WERE HOMING IN ON THE CRIPPLE X

"AT 1540Z RADAR SPOTTED THE CRIPPLE AND ESCORTS 102 MILES AWAY OVER PEAKS OF 10000 FT MTNS TO WEST X HAD IT MADE NOW AS PLANE NO LONGER IN DANGER OF GOING DOWN ON ICECAP X AFTER SINGLE ENGINE LANDING ON ICE RUNWAY 30 MILES TO SOUTH CREW BROUGHT TO SHIP BY HELO FOR HOT COFFEE CMM FOOD AND THAWING X CHAPLAIN OFFERED THANKS AND PRAYERS FOR ASSEMBLED PLANE CREW AND SHIPMATES FOR THEIR SAFE DELIVERY X

"ENTIRE PLANE CREW FUNCTIONED EFFICIENTLY AND WITHOUT PANIC THROUGHOUT THEIR FIVE AND ONE HALF HOUR ORDEAL X ALL ARE DESERVING OF COMMENDATION X BESIDES PLANE CDR CREW COMPOSITION AS FOLLOWS LT E D ELLENA COPILOT CMM LT R M LYNCH NAVIGATOR CMM E S GANN ADI PLANE CAPT CMM P ROSENBERG AT1 RADIOMAN CMM T H STALLING PH1 PHOTOGRAPHER X END OF MESSAGE"



Grampaw Pettibone Says:

I don't know about the rest of you, but I got a big lump in my throat about half way through this dispatch. This crew faced an emergency over terrain where rescue would have been extremely difficult—had they made any mistakes. They knew what had to be done, and did it, and that's why they're alive today.

Incidentally, it's been some years since you've seen any names on these pages, but there's an exception to every rule. In my book these boys are Aces.

Ready To Go?

The pilot of a TV-2 was getting ready to go out on a training flight when he was asked by a ground officer if it would be all right for him to go along for a ride. The ground officer, who was attached to the Reserve squadron in the capacity of administrative officer, stated that he qualified in the oxygen chamber and had been up in the TV-2 before. However, he wanted a little refresher briefing on the ejection procedure. The pilot hurriedly went through the procedure and later stated that he had said something like this to the ground officer: "When you get the arm rests up in position, you are ready to go"—meaning, of course, that he was ready to be ejected.

The plane was started and as the pilot closed the canopy and started to taxi out, he was called on the intercom by the ground officer who reported that HE HAD THE ARM RESTS UP AND WAS READY TO GO!



The pilot immediately recognized the danger of an inadvertent ejection and ordered the ground officer to hold his hands in the air until he could decide on the correct procedure.

He signaled for the line mech to come over and advised him of the situation, whereupon the mech promptly placed his head in the rear cockpit and began tinkering with the ejection

seat mechanism. Trick of the year!

Seeing this new and added threat, the pilot ordered the line mech away from the plane, secured the engine and called for technical assistance.



Grampaw Pettibone Says:

They tell me this fellow in the back seat didn't realize just *how* ready to go he was until after they carefully removed him from the rear seat. Fortunately, the actions of the pilot prevented what might have been a very serious accident.

The squadron CO who sent in the "near-one" reports that every pilot in the squadron has been re-briefed on how to check out prospective passengers.

Another Close One

During carrier qualifications aboard the *Oriskany*, five pilots, using AD-5N's, were engaged in arrested landings and cat shots. No crewmen were carried on these flights.

I don't see anything wrong



The parachute in the rear compartment of one of the planes was not secured, and it is assumed that the chute jumped out of the seat on the first arrested landing. On the next cat shot, it was evidently projected through the aft curtain into the after fuselage compartment. Here it streamed and subsequently became enmeshed in the control cables.

The pilot noticed that the plane exhibited a constantly increasing right wing and tail heaviness, which he was unable to completely trim out. This condition was particularly noticeable after the cut and during subsequent cat shots. However, the hop was completed without mishap.

When the plane was being pre-flighted for the next hop, the chute was discovered tangled in the control cables.



Grampaw Pettibone Says:

Needless to say, the plane captain got "THE WORD" after this fiasco, and I'll wager that this particular pilot is now a little more conscientious about pre-flight inspections.

Loose gear in a plane is dangerous at all times, but downright treacherous in carrier operations.

Woops!

The following was taken from a dispatch report on an aircraft accident:



ABLE X SNJ-6B X EASY X FCLP X FOX X VFR X GEORGE X STU TAXIED INTO OUTDOOR HEAD X HOW X PLT ERROR X JIG X EASY X KING X CHARLIE X RIGHT WING CHANGE X NAVY OUTDOOR HEAD DAMAGED X



Grampaw Pettibone Says:

If ya gotta go, ya gotta go.

Newcomers

Not long ago a FLOGWings pilot was directed to fly to Philadelphia International Airport to pick up 45 passengers whose destination was Glenview, Illinois. On arrival he was surprised to learn that his passengers were to be forty-five brand new recruits. As a matter of fact, there was a slight delay while he helped swear them into the United States Navy with newspaper cameramen busily recording the ceremony.

One lad who couldn't find out exactly how many years he was signing up for, backed out at the last minute. The rest still in civilian clothes swarmed aboard the transport, each man carrying a small box lunch and a bag containing toilet articles.

En route to Chicago the weather was somewhat turbulent and a good many of the new recruits became airsick. Not so, one tall recruit, who came up to the cockpit, took a look at the instrument panel and said, "Man, look at all them clocks!"

When the transport had taxied to a stop at Glenview, the recruits waited politely for the pilot to disembark first. As he neared the door, one of the recruits said, "Thanks a lot, Sarge."