



GRAMPAW PETTIBONE

Master Plumbers

Two transport pilots on a two-hour, round-robin flight one morning had just let down from 7000 to 1500 feet when the starboard engine of their SNB-5 sputtered and lost power.

The pilot decided to land immediately on a 1200-foot grass landing strip adjacent to the south shore of Long Island Sound. Because of a power line near the runway threshold, the pilot made a high approach, and then, realizing he would overshoot the short runway, commenced a waveoff.

Power was added, the gear was retracted, and the *Beechcraft* climbed momentarily, then slowly lost altitude. A power-on ditching was made straight ahead in the edge of a fog bank about 1000 yards off shore in Long Island Sound.

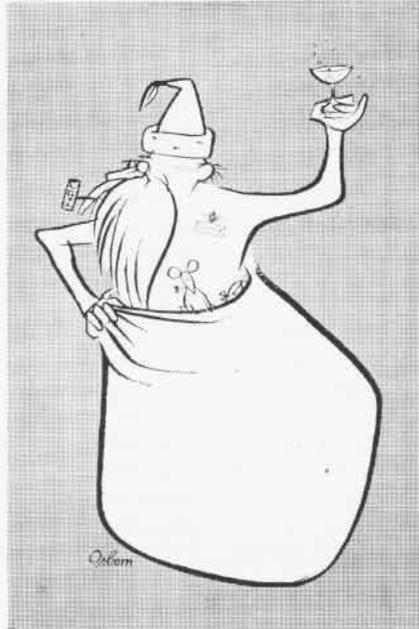
The pilots left their floating aircraft and climbed onto the port wing where they remained until the *Beech* sank about five minutes later. After five minutes afloat in their life jackets, they were rescued in a small motor boat. The copilot was uninjured; the pilot suffered a small cut when his face struck an unidentified component in the cockpit as the aircraft lurched to its watery halt. *Neither of the pilots had utilized his shoulder harness.*



Grampaw Pettibone Says:

Great balls of fire! How two experienced aviators—one with over 7,000 Navy and 3,000 civil hours and the other with over 4,500 Navy and 600 civil flight hours—could so completely plumber this one is beyond me.

From the first indication of engine malfunction to the time the aircraft was ditched, neither pilot could tell the accident board how much manifold pressure was obtainable from either engine. Both pilots thought the prop controls were pushed forward to the low pitch position; however, neither could remember the RPM reading on either engine. Nei-



ther had noted fuel pressure readings. The board listed the following possible causes of the engine malfunction:

1. Carburetor icing resulting from a letdown from 7,000 to 1,500 feet with low power settings at a time when the spread between temperature and dew point was very narrow and the relative humidity was very high.



2. Failure to return the mixture controls to full rich during the let-down.

The CO of the parent NAS in his forwarding endorsement on the accident report stated, in part: "It is realized that the pilot was operating under an emergency situation; however, the fact remains a Naval pilot with his background and experience failed to give the board information to substantiate anything more than partial power loss on one engine. According to the operating charts, statistics, and past performance this aircraft at the indicated gross weight at the time of the emergency should have, with proper procedures on the part of the pilot, maintained flight characteristics which would have permitted the pilot to return to a suitable operating field and land safely.

"Inasmuch as the pilot was an experienced multi-engine pilot, it might be deduced that the decision to land immediately was the result of a psychological situation wherein all previous training was forgotten, or a lack of respect for the situation, as well as possibly a feeling that he was capable of a spectacular handling of an emergency."

Memo from Gramp

The following was taken from the Medical Officer's Report of a recent fatal A3D accident:

"None of the crewmembers was wearing flying gloves. In a non-fatal fire of this type, it is possible that gloves would make the difference between a functioning hand or a badly burned functionally useless hand. All crewmembers should be encouraged to wear their gloves on all flights.

"Dog tags are issued for identification purpose. None of the crewmembers on this flight were wearing theirs. In the event of an aircraft accident, especially if any burns result, it may be mandatory to give blood. Blood type information is readily available on the dog tags and may be a substantial aid to the medical officers."

It's a matter of common sense. A word to the wise *should* be sufficient.

Dear Grampaw Pettibone:

Gramp's recommendation (in the July issue) that pilots make "wet dry runs" in helicopter hoists from the water came too late to teach our squadron anything new. Taking advantage of the handy St. Johns River, the *Hell's Archers* of VA-104 immersed all of their pilots in the river and hoisted them all by helicopter.

Led by ComCVG-10 and the squadron CO, 28 pilots and ground officers completed the dunking exercise, including a "Frogman" departure from a crash boat, flotation by Mae West and G-suits, and the pickup by NAS JAX chopper. After being lifted into the helicopter, each pilot took over the job of hoisting the next person. The whole idea was conceived back in June by the Squadron Survival Officer, and the event was covered by local newspapers and television.

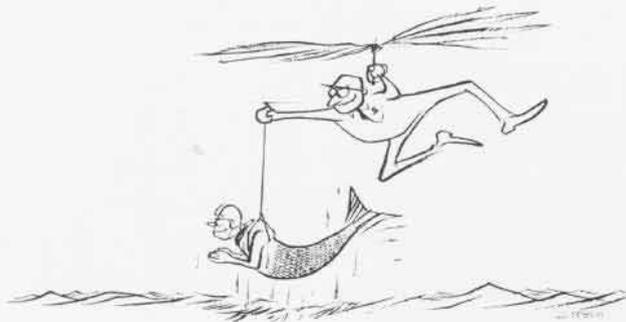
The *Archers*, Navy "E" winners last year, fly the AD *Skyraider*, and, after reforming at Jacksonville in February, commenced the extensive training required by an 88% turnover in pilots. We'd like to capture that "E" again.

—LCDR, USN, XO, VA-104



Grampaw Pettibone Says:

You'd get my wishes for best of luck, but you sound like an outfit that knows you have to make your own luck. A personnel turnover problem like you've had makes intensive and extensive training in all phases of operations downright mandatory if the squadron is to pull its weight in keeping the Navy combat-ready. Let's hope all squadrons tackle their problems with the kind of foresight and enthusiasm you have.



Rules for Longevity

The following rules by MAG-11 of MAW-1 are considered of sufficient merit to warrant wider dissemination than that afforded by the wing's *Aviation Safety Bulletin* where Gramp first saw them:

1. Blessed is he who maintaineth a constant vigilance from his cockpit, for he bringeth not his wingman into forceful contact with other aircraft, which jackerth up insurance rates.

2. Rejoiced is he who keepeth a close check on the weather at the field, and stumblieth not into reduced visibility unprepared, for he is a pleasure to fly with.

3. Reviled is he by his fellow birdmen, who maketh an unorthodox entry into the pattern unannounced for he endangers their longevity and incurreth the wrath of tower operators.

4. Blessed is he who entereth the break at a conservative speed and crawleth not unheralded up the tail pipe of the one ahead and causeth him unnecessary pucker.

5. Beloved is he by all who counteth the birds ahead and loseth not sight of any; and who concerneth himself not with evil schemes to place himself on the runway before the one ahead of him.

6. Respected is he by the farmers who flyeth his approach according to Standard Operating Procedures and spoileth not the season's crop by employing his machine as a high speed reaper.

7. Revered is he by the Safety Officer who initiateth his own early wave-off and maketh not four-minute milers of the construction workers with his unseemly maneuvers.

—MAJOR, USMC

Aviation Safety Officer



Grampaw Pettibone Says:

Appreciated be they who abideth by these words. It is not enough that wisdom be set before us, it must be made use of, for broad is the way that leadeth to destruction.

Gramp's Lament

Sufferin' sâilfish, I've been spun in! Pearl Harbored yet!

After years and years of peerless preparation of these pages of piloting prudence, my private secretary and gal Friday has headed for the hinterland, leaving me with a couple hundred AAR's, a broken down typewriter machine and an old dusty grammar book. (See page 34.)

Now don't git me wrong, I'm not askin' thatcha ease off the paper barrage—jist show a little patience please and keep yer shirt on while waitin' for my hunt-and-peck answers to any of yer queries. Yuh see, they never taught touch typin' back at good old Public School Number 102.