



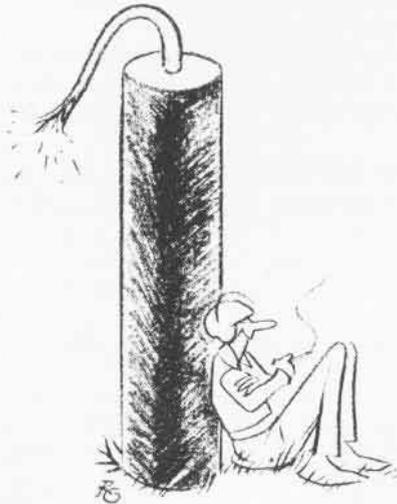
# GRAMPAW PETTIBONE

## The 'LSO Hop'

The student proceeded to the ready room for his brief for a morning practice carrier landing period in his TF-9J *Cougar* at NAS Gulfcoast. After a thorough briefing, preflight, start and taxi, the pilot launched. The portable lens was set up and located five feet prior to the permanent mirror. The pilot joined the pattern and commenced his practice carrier landings. The *Cougar's* first pass was waved off for being heavy, and the second, for poor technique.

On the third pass, after normal start, the aircraft went high in the middle and the LSO asked the pilot, "Where is the ball?" The pilot initiated a correction for this flight condition causing the LSO to comment, "Be easy with it." At this time, the aircraft was approaching the in-close position and establishing a high rate of descent. As the aircraft was descending to one-half ball low, the nose pitched up rapidly and the left wing dropped. The LSO immediately hit the waveoff lights and the *Cougar* continued descending, pointing directly at the LSO platform. The LSO quickly departed the area.

The aircraft began a left roll, causing the left wing tip to impact the



runway as the main landing gear was touching down. The aircraft touched down on the runway approximately 350 feet in front of the portable lens on the extended carrier deck centerline with a left drift. It continued on the deck, in an excessive nose-high attitude, until the port tire contacted the runway, ten feet prior to the portable lens.

Then it assumed a flying attitude. The main gear was approximately three feet in the air on impact with

the portable lens, forcing it aft into the permanent mirror and causing the aircraft to roll right with the starboard wing tip contacting the runway.

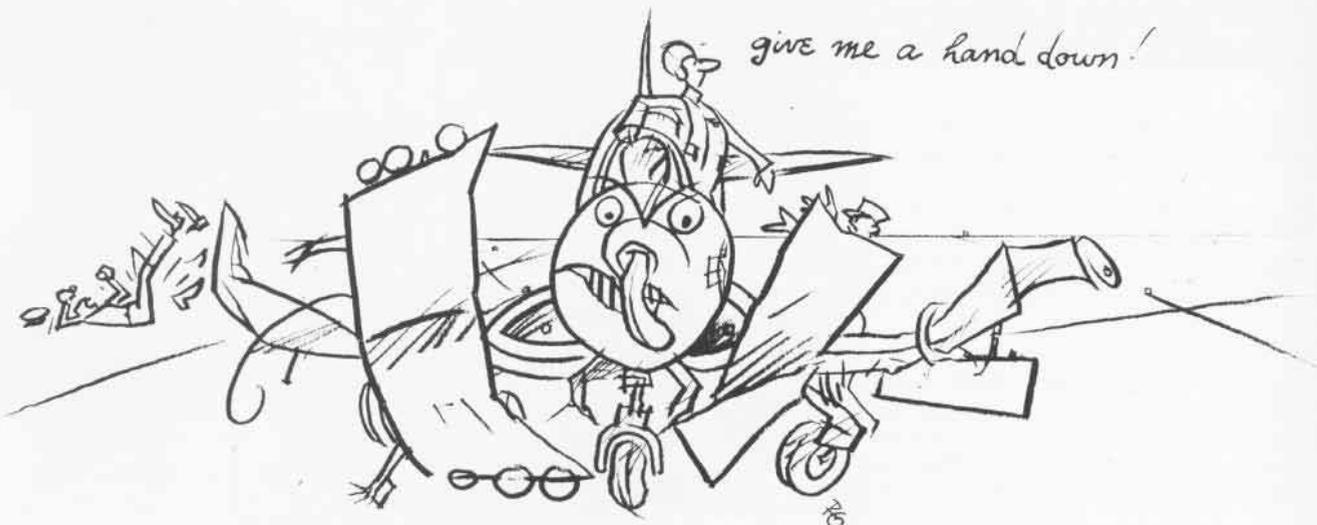
The aircraft continued airborne, the pilot checked for controllability and a visual check for gear damage was made. The *Cougar* then made an uneventful arrested landing. Post-flight inspection revealed extensive damage to port and starboard wing tips, underside of port wing, port wing flap and port landing gear door. The portable lens and permanent mirror were damaged extensively.



Grampaw Pettibone says:

Great balls of fire! Looks like this lad didn't pay much attention in his aero classes — raising your nose does not alone decrease rate of descent. That is not news to most aviators. This stud then attempted a waveoff (after searing hell out of the LSO) using, again, improper waveoff technique. This poor LSO was really had. There was no way he could predict this lad's actions when he got in close.

Pilots who know their procedures and are too shook to carry them out, or pilots who don't carry out the correct procedures because of not knowing them, should be placed in the same environment — NON AVIATION!



## And Now for My Next Act

A young but experienced Naval Aviator and an observer were scheduled for a practice naval gunfire spotting mission in an OV-10A *Bronco*. The mission was properly briefed and a thorough preflight was conducted by the pilot. The takeoff, climbout and flight en route to the target area were normal and uneventful in all respects. When they arrived in the operating area, the ship was weighing anchor to position herself for practice firing.

The pilot had the observer request permission to make a recognition pass and this was approved. A roll-in was commenced at about 3,700 feet. A pullout was initiated, followed by a climbing left-hand turn. On reaching altitude, a second run was commenced. On this pass, the dive was continued to 50 or 60 feet and a pullout was initiated, followed by another left-hand turn. The pilot then directed his observer to get permission to fire the machine guns to demonstrate a practice firing run. On receipt of clearance, a third run was commenced from an altitude of approximately 2,000 feet, using a shallow dive angle. At an altitude of 400 to 500 feet and an airspeed of 150 to 160 knots, a pullout was commenced. With the nose of the aircraft about five degrees above the horizon, airspeed about 130 knots and an altitude of 700 to 800 feet, a roll was performed.

As the pilot completed the roll, the aircraft rapidly lost altitude. In a level attitude, but still descending, it struck the water and pitched sharply nose down and to the right. Just prior to impact, the observer ejected. The pilot received fatal injuries.



**Grampaw Pettibone says:**

Holy Hannah! What a show! Yes sir, must be really great to show those shipboard fellas a really great air show with a lot of professionalism!?? Bet there were a coupla fellas on board who even *had* considered flight training — at one time!

Just about every time I think I've seen the last of this type of Delta Sierra maneuver, I see it again.

Young aviators readin' this article, lend me your ears. No matter how great the temptation to "show off" — DON'T. If you survive the maneuver (and most haven't), you'll face the long green table . . . believe me.

