



GRAMPAW PETTIBONE

Fuel Fools

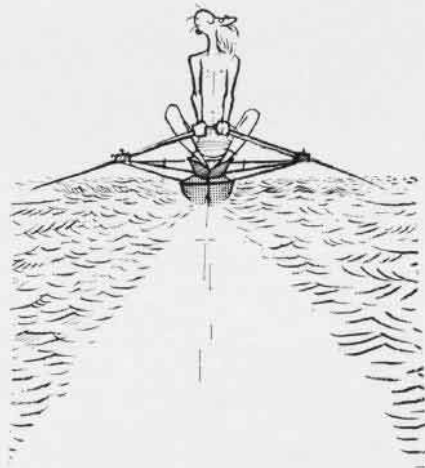
After an RON in Seattle, a couple of s2F pilots filed IFR on the return portion of a cross-country navigation hop from NAS SEATTLE to NAS NORTH ISLAND. Normally the distance is too great for a single hop, so their flight-planned first leg was to NAS LOS ALAMITOS for a refueling stop.

The weather was a little rugged and some icing was encountered, but they picked up a 30-knot tailwind which they hadn't figured on, and broke out in the clear over Sacramento, California. Things looked pretty good to them so they cancelled their IFR plan and refiled VFR to NAS LOS ALAMITOS, cruising at 6000 feet.

Just before they reached Long Beach, both fuel low level warning lights came on. Ignoring this indication, the two pilots decided to try for NAS NORTH ISLAND, some 80 miles distant by airways, but a little closer by the over-water direct route. They refiled VFR with an estimate of 20 minutes to their destination, proceeding by direct route.

With the fuel gauge reading 50 lbs.

Osborn



the starboard engine quit. Since they were over water the pilot headed for the beach. As he completed the turn the port engine also coughed and quit. The copilot broadcast a *Mayday* and put the IFF on *Emergency*.

They were given a steer to the

Oceanside Municipal Airport, but because of some low clouds, they didn't spot it until they were at 800 feet and in a bad position to make the runway. A green, flat, but not too large farmer's field was spotted, so the pilot made a wheels-up landing, wings level, nose up, and stopped in approximately 350 feet from touchdown. Result: Overhaul damage to the s2F, no injuries but red faces for its occupants.



Grampaw Pettibone says:

Two cases in just a few months of this type of foolhardy knot-headedness has strained my blood pressure to a point where I'll never make my next annual physical! This pair of fuel fools are the type you see hiking down the expressways every morning during the rush hour with a gas can in hand. Just can't spare the time to fuel up. Switching from IFR to VFR doesn't release you one bit from the fuel reserve requirements specified for VFR flight in OPNAV Instruction 3710.7A.

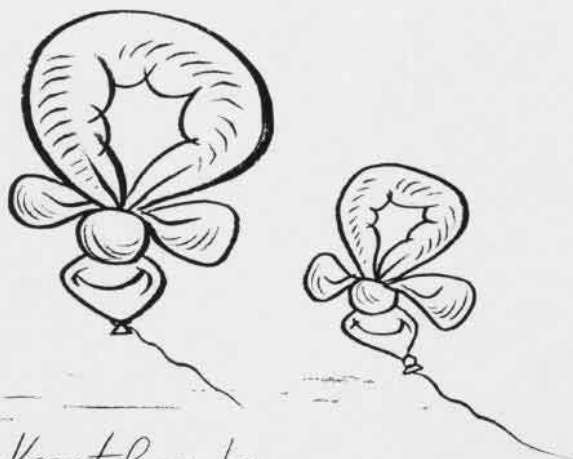
Knothead

A stake truck, parked near the hangar overnight and with the keys in the ignition, was appropriated by an Airman for an unauthorized trip to the barracks. Returning with two passengers in the cab, he drove onto the aircraft parking ramp at an estimated speed of 20 mph and ran into a parked T-28. The driver continued on, parked the truck, and did NOT report the accident! It took 300 man hours to repair the aircraft damage.



Grampaw Pettibone says:

How stupid can you get! This man is the kind of knothead we can't afford to have within the boundary fence of the airfield! Fortunately, the damage was pretty apparent, for hidden, unreported damage could take a pilot right out of the livin', walkin', talkin' group. I'd transfer this guy right out of aviation. He's a real hazard. After all, the world is full of cactus, but we don't have to sit on it!



Two Knotheads are we ...
Drifting happily along on our
EMPTY think-tanks!

Nose Heavy

An S2F-2 roared down the runway for takeoff. As the airspeed hit 90 knots the pilot eased back on the yoke and tried to break ground with the nosewheel. It remained glued on and the speed continued to build. At 120 knots, over half way down the runway and rolling on all three wheels, he still couldn't pull the nose up, so he aborted, dropped the hook, and made an uneventful pickup of the runway arresting gear.



Grampaw Pettibone says:

There just ain't no substitute for studyin' the pilot's handbook and usin' the check off list. This pilot admitted he used 5° nose down elevator trim tab. Now this is O.K. for the S2F-1 but the S2F-2 uses a 0° tab setting. This outfit better make sure their check off lists have got all the dope on 'em, especially when the lads are flyin' two different models.

Gramps' Advice to the Airborne

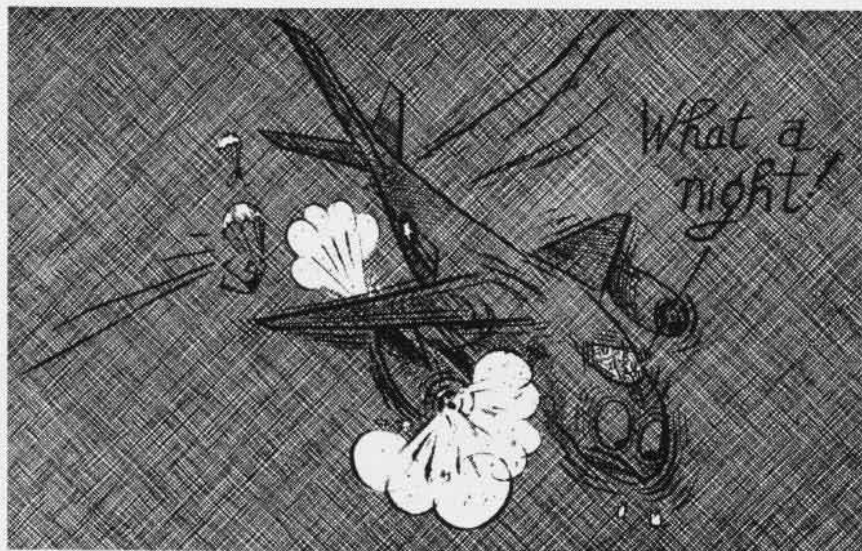
Four most useless things in aviation:

- The altitude above you
- The runway behind you
- The airspeed you had
- The fuel you dumped

Bail Out

An A3D-2 was cruising at 37,000 feet on a routine night NAV hop. With an outside air temp of -55° C, it was making a true air speed of about 380 knots, but was a little over on the fuel estimate. The wing fuel transfer switch had been on for 20 minutes with no indication of fuel transfer, and the pilot was a little worried.

The plane captain stated that a check of the fuel system circuit breakers required de-pressurization and suggested the pilot first rock the wings in an attempt to start the fuel transfer. The pilot agreed to try. He dropped first the left wing and then the right about 30°. At this time, the A3D began to vibrate steadily and at an increasing



rate. The pilot, alarmed at what seemed an impending structural failure, alerted the crew for bail-out.

Vibration had become so severe that he couldn't read the instruments. He eased off power on both engines and simultaneously heard the plane captain report the starboard engine on fire. The engine was shut down just as it seemed to explode and they felt a violent yaw to the right, flames shooting out of both the intake and tail pipe of the engine.

The A3D had lost altitude down to 30,000 feet when the pilot blew the escape chute door and ordered a bailout.

The ADU's went off the line at this time and all control boost and electrical power were lost. All instrument lights went off, leaving only the cabin dome light.

The two crewmen bailed out and the bombardier-navigator attempted to go. After extreme difficulty in getting out of the seat, he found himself entangled in the aircraft oxygen supply hose and returned to his seat, calmed down, and continued his efforts to break free.

Meanwhile the A3D, out of control, was in a steep descending spiral to the right. The pilot shut down the port engine and prepared to bail out. He held back when he saw the B/N still struggling to get out of his seat.

As he hesitated, the A3D seemed to be leveling off and speed seemed to be diminishing. Quickly swinging back to the controls he restarted the port engine, and as the ADU's came back

on the line and the instrument lights flashed on, he found he was climbing through 12,000 foot level. The starboard engine fire had gone out.

Ordering the B/N to stay with it, the pilot reconnected oxygen and radio equipment and established contact with the nearest ARTC activity. Their answer was garbled, so shifting IFF to emergency, he called a *Mayday* and was promptly answered loud and clear by an Air Force GCA unit, which vectored him to a nearby Air Force base for a safe landing. Both aircrewmembers were recovered with only minor injuries sustained in the bailouts.



Grampaw Pettibone says:

Gosh all fishhooks! A lot happened here in a short time and after pulling a boner which gave him a big fat compressor stall, more luck than the average man is entitled to possess pulled him out of it.

This pilot by rights should have got rid of his crew in about 20 seconds or less when he ordered the bailout. Investigation disclosed that only the plane captain had an actual bailout drill in the A3D and that a year ago! All four had received extensive classroom instruction on the subject, but this can't compare with actual practice. There isn't an outfit operating that doesn't have at least one plane down for maintenance or AOCIP and available for drills. When the chips are down and things get a little tight, then practice pays off. To gloss over *THIS* phase of training with excuses is foolhardy. You could end up a long time dead!