



# GRAMPAW PETTIBONE

## Hard Sell

An instructor-pilot and his midshipman passenger, on an assigned middle orientation hop, had completed one touch-and-go and an arrested landing aboard a training carrier. Now the pilot had the T-28 lined up for a free-deck take-off, rotated as he passed No. 2 elevator and *raised the gear handle!*

The nose wheel retracted, the nose fell through and the prop started taking bites out of the deck. The T-28 settled over the bow with its wheels fully retracted, dropped 15 or 20 feet, then vibrating badly, climbed to 150 feet. The pilot dropped his wheels and hook, declared an emergency, and came around for an immediate arrested landing. As the T-28 came to a stop, the engine quit!



**Grampaw Pettibone says:**

**Sufferin' catfish!** This young middie was being given a ride to demonstrate both the technical skill required in carrier aviation and the personal satisfaction a man will have who is a part of this smooth team of aircraft and ship.

Nobody, but nobody, ever raises the gear before he is clear of the deck! That old axiom now has to be qualified somewhat, for we've got one pilot who thinks it makes him look sharp! We started discouraging and forbidding



such things just about the time this pilot was gettin' checked out on his three-wheeler bike some 20-odd years ago, but every so often a throw-back pops up who thinks he *invented* the idea!

That was certainly a real sales job for Naval Aviation—like heck!

## Memo from Gramps:

'Way back in April, old Gramps spun a yarn about an S2F pilot who did a fine job of handling some odd-ball engine trouble during a CV landing pass. This was in the DAYTIME. I mentioned knowledge of only one S2F bolter on single engine, and that one a successful job. Needless to say, my

mail basket started fillin' up. Here's one a squadron C.O. sent in:

Two young S2F pilots were engaged in *night carqual* on a dark and moonless night with very little natural horizon. After their second touch-and-go, the starboard engine backfired, lost power and was immediately feathered. Cleaning up the plane, the pilot checked it out on single engine, found it O.K. and made a single-engine pass to the CVS. He was a little high and fast and *boltered*, had to take it around again. His next pass was VERY smooth and he caught a good wire.

Another pilot had to feather his port engine during the last stages of a practice CCA pass, took a wave-off, requested a ready deck, and made a good single-engine landing.

The moral of my tale is obvious. The S2F makes a good single engine pass, day, night, or on instruments and *will* take a bolter successfully on one fan. These lads played it like PRO'S.

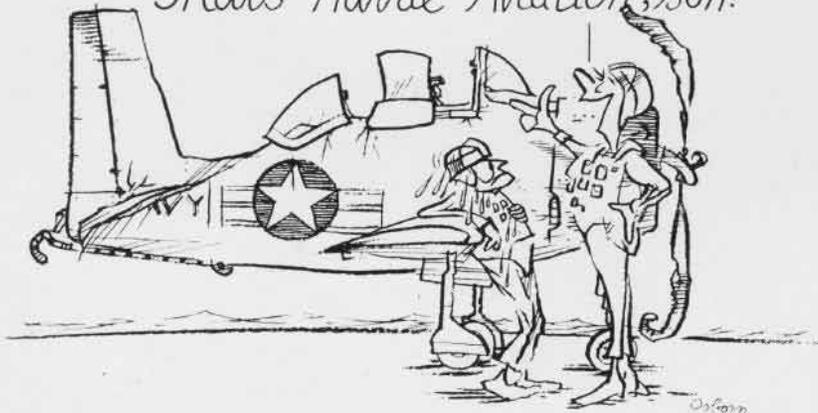
## Sleepy Time Pals!

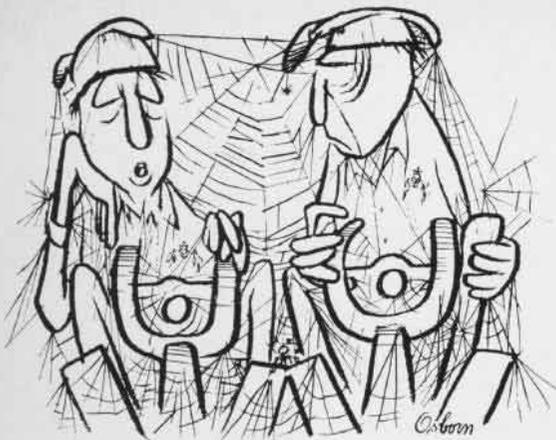
After a full normal working day, a pair of multi-engine pilots departed their home station in an SNB-5 at 2000 local time, on a scheduled night cross-country flight. Their original plan had called for an RON prior to their return the next day, but a three-hour delay in their departure time caused by lack of an available aircraft had made a stop for rest seem impractical.

They had good weather to their first fuel stop, landing at midnight. After a good meal they refueled, and take-off was made at 0140. At 0455 they touched down at the base where an RON had originally been planned. Their aircraft was assigned to them only until noon of that day, and since neither pilot felt tired they decided to push on for the home base, an approximate two-hour flight.

At 0545, having filed a flight plan, they did a preflight inspection, conducted a cockpit check using a flashlight, and determined that all fuel

*That's Naval Aviation, son!*





tanks had been filled except the nose tank, as requested.

The fuel selector valve was turned to #1 tank and checked visually with a flashlight. Taxi out to the duty runway and run-up were routine but the usual practice of switching fuel tanks to check them was overlooked.

Prior to take-off, the fuel selector valve position was again checked manually but not visually.

Take-off was made at 0600. While in a wheels-up climbing attitude, and as power was reduced, the port engine failed! The pilot immediately added power to the starboard engine, but this also failed; just seconds after the port engine failure!

The pilot rapidly scanned the instruments, noted a lack of fuel pressure on both engines and checked the fuel selector position manually, *but did not switch tanks!* The copilot worked the manual fuel pump. Both engines continued to windmill, so the pilot concentrated on a wheels-up landing straight ahead on the overrun while the copilot informed the tower of the power failure. The SNB touched down on soft sand at 70 knots, wheels and flaps up, and slid to a stop. Both pilots were uninjured.

 **Grampaw Pettibone says:**

Great horned toadies! Although neither one of these lads has anywhere near the shock of grey hair Ol' Gramps has, both of 'em are 3000-hour men and the pilot had 700 hours of buckin' Beech time.

The SNB fuel selector is pretty simple but you CAN'T check it positively without a good keen look at it! These fellas took off with the selector on NOSE tank, which had only a few gallons in it to start with. They went in with *four full tanks!* A quick tank

shift would have saved their bacon.

Every SNB pilot should review pages 35-40 (Emergency Procedures) of the SNB Pilots Handbook at frequent intervals. The Beech is a tricky little beast and can kill you just as dead as any of our high-powered machines. Don't underestimate it.

If you're gonna fly all night after working all day, you better keep your insurance paid up to date.

### Slip-Shod

A fighter pilot returned from an afternoon FJ hop just in time to grab a soft drink and a candy bar and head right out on a scheduled night cross-country flight in a TV-2. His destination was an authorized civil airport some 450 miles distant.

To save time, the dual pilot had worked out the flight plan and navigation, consequently the pilot's pre-flight preparation was somewhat sketchy. In fact, they were in such a hurry they forgot their gas chits.

Enroute, while cruising at 31,000 feet, and with a cabin altitude of 29,000 feet, the pilot suffered severe gas pains and requested a lower altitude. This was approved and the situ-

ation cleared up. The rest of the flight to destination was uneventful.

As the pilot checked in over the field, he was cleared for a right hand break to the duty runway and was informed they had an F4D on an emergency arriving in four minutes; to standby for a possible wave-off.

Cutting his pattern down, he turned short at the 180 and angled into the groove, still turning as he approached touchdown point. As he rolled the wings level at an altitude of about 20 feet, he realized he was in a skid with a high rate of descent. The TV-2 hit hard, right wing slightly down and porpoised three times. It angled gradually to the right and finally hit the dirt off the runway after 6000 feet of rollout. No apparent braking action was observed. The pilot stated he let it go off to clear the runway for the F4D.



**Grampaw Pettibone says:**

This pilot better slow down a little and take a good look at some of the bad man-killin' habits he's picked up. Just to list a few that the investigation brought out:

1. He always wears his oxygen mask loosely, allowing air to escape around the bridge and sides of his nose!

2. He wasn't wearing his G suit because it had been stolen sometime before and he hadn't replaced it.

3. Improper pre-flight planning. Some doubt exists as to whether he even had a NAVPACKET aboard, as the gas chits are included in the case. Boring off into the blue without personally checking the route, notams, on route alternates, the Nav kit, etc., can make it a one-way ride.

4. Tryin' to beat an emergency into the field is a good way to start a *kill your buddy* movement. Zounds!

This guy probably used to get his kicks in his younger days beating lame old ladies to the last seat on the bus.



← *The Pro.*