



GRAMPAW PETTIBONE

No Know—No Go

A TV-2 on a cross-country flight reported into the traffic pattern at an East Coast air station. As he lowered the wheels for a practice GCA, oil smoke filled the cockpit. Declaring an emergency, the pilot made an immediate landing.

The oil filler cap was found to be off, and two quarts of oil were required to refill the tank. Otherwise the TV was O.K. The ground crew refueled all except the tip tanks. The pilot then made an unsuccessful search for the passenger he had been scheduled to pick up, decided to RON, and turned in at the BOQ.

Early next morning he made a good preflight inspection of his aircraft and filed his flight plan for the trip home. Still no passenger to be found.

Engine start was normal but after receiving taxi instructions and clearance he was informed of a 30-minute wait caused by a fouled runway and shut down again. Later, after receiving a green light from the tower, he restarted, taxied out, checked fuel boost pumps and transfer on all tanks, and completed his check off list. Oil pressure had dropped to "zero" at idle RPM but came up to 55 lbs. at 70% power. Seemed O.K. to him.

He made a normal and uneventful take-off but approximately four minutes later while flying just under the overcast at 1500 feet, the engine started running rough. He gently eased off some power, felt the engine smooth out, and started a gentle turn back to the airfield.

As he came out of the turn, the engine unwound quickly, the tachometer showing 6%, but no red lights showed in the cockpit. Fuel totalizer showed 730 gallons. With his left hand he gang-barred the fuel switches, with his right he switched IFF to "emergency." Easing the nose up to trade excess speed for altitude, he tried one re-light, but was unsuccessful. Since he was entering the overcast, he popped



the nose over and started a descent at 210 knots.

Suddenly he realized he was over water and low. He thought only of ditching the TV-2, but a quick look at the many small fishing boats on the river ahead changed his mind; he decided to eject.

Easing the TV-2 back up to level flight, he pulled up both handles of the seat and fired the canopy. He then pulled what he thought was the trigger but nothing happened!

Airspeed had now dropped off to 150 knots in level flight as he finally decided to roll it inverted and bail out. His oxygen hose was now disconnected, shoulder straps and lap belt released. The pilot rolled the TV-2 inverted and started to slide out of the seat, but found himself held back by the right shoulder harness strap, which was caught on his Mae West!

Quickly he rolled the plane right side up, released the snagged shoulder strap, saw at a glance he was at 800

feet, and rolled inverted again.

This time he fell clear, pulled the "D" ring and with a great feeling of relief felt the chute blossom immediately. He had a good chute, so pushed back in the harness and unsnapped the leg straps and chest buckle. A moment later he hit the water and slid out of the chute. Rescue was accomplished by an oyster boat in a matter of minutes, his only injuries a few abrasions.



Grampaw Pettibone says:

Bust my blood vessels! This lad had all the indications of a main bearing failure, also every indication of fuel exhaustion caused by failure of the tips to transfer. Recommended procedure for the TV-2 is to gang-bar the fuel switches for take-off. Do you suppose the line crew failed to fuel the tips that morning? We'll never know.

Investigation revealed that this pilot had only 59 hours in the TV in the last three and a half years! This just isn't enough to be thoroughly familiar with the cockpit, airstart, or emergency procedures. The ejection system is a USAF type and requires a good, closely supervised check-out. This pilot was squeezing the trigger guard, not the trigger. Pretty sad.

Absolute minimum oil pressure at idle RPM for the TV-2 is 2 PSI, recommended is 7 PSI, and the gauges are red-lined accordingly. Max is 50 PSI at maximum continuous cruise power settings.

This pilot better read the handbook or he's gonna end up spread all over the landscape. He lucked out this time.

Sad Tale

A multi-engine flight instructor and his student taxied out to the duty runway in an SNB-5, ready for a pre-solo training flight. Both the student pilot and his instructor had done a careful pre-flight inspection of the Beech and followed the pre-start and before-take-off check-off lists to the letter.

The SNB checked out perfectly and the student, in the left seat, added take-off power after receiving tower clearance. It was a smooth take-off run, but as he brought the tail up at about 40 knots, the SNB settled hard,

the main landing gear retracted, and with its props flailing the runway, it slid to a screeching stop on the fuselage and engine nacelles. All switches were cut; fuel and throttles, off.

Both pilots, another student, and a maintenance man who was riding as a passenger to check the landing gear operation, (this was a test hop after installation of a new landing gear switch) abandoned the *Beech* as soon as possible and awaited the arrival of the crash crew. Fortunately no one was injured.



Grampaw Pettibone says:

Oh my achin' blood pressure! What a soul searchin' those two pilots musta done as they looked at that busted bird on the runway? It'd give anybody a guilt complex, especially when the AAR board hits the scene!

Fortunately for them, some intelligent checkin' on the part of AAR board revealed that some idiot had wired the new landing gear switch up BACKWARDS! On the take-off roll, as the oleos extended, the safety micro-switches were opened, the circuit activated, and the gear retracted.

If there's one basic maintenance rule that should NEVER be violated, it's the one requiring a drop check after a change of ANY component of the landing gear! This wasn't done here or the accident *never would have happened!* Is YOUR outfit takin' this kind of shortcut? Let's hope not!

Belly Whopper

After a very thorough flight briefing, two FSU-1P photo *Crusaders* taxied out and took the runway at their Far East base. They were scheduled for an instrument training flight, so this was to be a section take-off.

They taxied into position, the wingman lining up in a port wing position since there was a left crosswind. After a full power turn up in positions and a "thumbs up" from the wingman, take-off roll was initiated, both pilots releasing the brakes and going into afterburner simultaneously.

The take-off roll was normal although the wingman had considerable difficulty with glare from the sun and had to lower his visor. Both aircraft flew off at the same time, the wingman maintaining a position slightly stepped down. As the wingman saw the landing gear of the lead aircraft start to retract, he raised his own gear as briefed.

The sun glare made it difficult to maintain position, and a slight porpoise started. The *Crusader* lightly struck the runway before complete recovery was effected. The pilot used considerable back stick pressure but it wouldn't come unglued.

The FSU continued to scrape its belly down the runway and the pilot, glancing at the airspeed indicator, saw 180 knots and decided not to abort!

Still more back stick would not raise the nose, but when the stick was brought back sharply through the last inch or two of travel, the tail struck the ground, and the *Crusader* flew off!

On climb-out with the plane vibrating heavily, he came out of burner, left the wing up, and slowed to 160 knots. The vibration eased up considerably at the slower speed. At this point, he called his section leader, told him he had apparently scraped his gear doors on take-off and asked for a visual check.

The leader slid into a wing position

and reported the lower landing gear doors were hanging and the entire belly and tail were scraped, from forward of the nose wheel to the tip of the tail cone.

They were too heavy to land so the section leader told him to "dirty up," dump wing fuel and burn down the aft cluster fuel before attempting a landing. Some 40 minutes later, down to 4000 pounds of fuel, he made a normal approach and landing.



Grampaw Pettibone says:

Great gallopin' gollywobs! This U-bird probably has got the most-scraped-up-belly since the night our old swimmin' hole went dry unexpectedly. It's a rugged aircraft, but nobody ought to test the manufacturer's guarantee this hard. Leaving metal on the runway for 1000 feet is pretty brutal, and most birds won't take it.

Raising the gear just because the leader has his wheels comin' up with no indication you're comfortably airborne yourself is just plain foolishness. Add the sun shining in your eyes from right over the leader's plane, and you've a bad situation starin' you right in the face. Second guesses are easy, but if you were a man who "thinks for himself," you would have deliberately let him pull ahead a hair, eased off to the left, lost a little pride, but saved your belly. You were lucky.

This air station requires jets to remain below traffic pattern altitude until clear of the pattern. They should take another look at this course rule. An FSU in burner accelerates so fast after lift-off, you "invite" trouble by keeping him low. A pilot has to get the gear up, wing down, and come out of burner almost immediately. You've exchanged one hazard for another.

