



# GRAMPAW PETTIBONE

## Off Side

Following an evening practice carrier landing period, an S-2 *Tracker* made a full stop landing so the pilot and copilot could switch seats for the next period. A lieutenant commander was to occupy the left seat and a lieutenant junior grade the right; both had considerable experience in the aircraft.

After completing the takeoff checklist, the pilot was cleared to "position and hold." This clearance was issued by the LSO in order to facilitate adequate clearance behind another aircraft that was taking off subsequent to a pilot switch.

The pilot of the *Tracker* positioned his aircraft approximately 15 feet right of the right-side-line lights of the runway, believing he had positioned just to the right of the runway's centerline lights (which were not lighted).

When sufficient clearance existed between the two aircraft, the controlling LSO cleared the S-2 for takeoff. The pilot advanced the throttles to 30 inches manifold pressure, conducted a mag check and commenced his takeoff roll. Power was maintained at 30 inches until passing abeam the LSO cart and then was advanced to full power. (This procedure is commonly practiced in consideration of noise abatement for the benefit of the LSO.)



At approximately 80 knots, the pilot commenced his takeoff and simultaneously felt a hard bump. The takeoff was aborted. The hard bump was the nose landing gear of the aircraft striking the starboard arresting gear engine. Upon attempting to lower the nose wheel to the deck, it was discovered that the nose gear had collapsed. The nose of the aircraft continued to fall through until it contacted the ground.

Heat generated by friction ignited hydraulic fluid from sheared hydraulic lines. The subsequent fire continued throughout the skid, causing minor damage. The aircraft came to rest

along a line very nearly parallel to the runway axis. The pilot secured the mixtures and the mags, and both pilots exited uninjured through the overhead hatches. The crash crew extinguished the remaining minor fire in the nose-wheel-well area. The aircraft sustained substantial damage.



Grampaw Pettibone says:

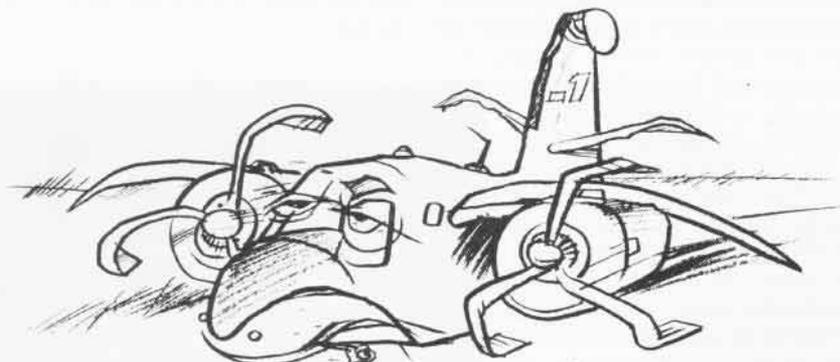
**Holy Hannah! Can you believe it — with two pilots in the cockpit yet! The pilot lined up on right-side lights thinking they were the centerline lights. The copilot had an uneasy feeling about being lined up too far right; however, he said nothing. Makes you wonder what the purpose of a copilot is. Appears to me that the briefing left something to be desired, too. In addition to being very involved in squadron administrative duties, the pilot was involved in some personal time-consuming activities. All in all, this pilot should'a stayed in bed that morning. This accident should say one thing loud and clear to all — flying is a full time job requiring your full mental and physical abilities.**

## Quick Draw McGraw

A pilot and his radar intercept officer (RIO) were scheduled for an afternoon practice tactics flight in their F-4 *Phantom*. The brief was in accordance with NATOPS and, following the aircraft preflight and start, the F-4 taxied to the duty runway, made an uneventful departure and proceeded to the operating area.

At the termination of an uneventful tactics hop, the crew experienced ICS problems. The RIO's ICS which had been weak but clear during the preceding portion of the flight began deteriorating during the initial phase of a rendezvous with another F-4B. The pilot, who was endeavoring to direct the RIO's use of the radar to facilitate the join-up, states he had called the RIO twice on the ICS and once over the radio with directions. There was no response.

The pilot saw the RIO look over his



*Maybe I shoulda stayed in bed!*



left shoulder just after the radio call and signalled the RIO to raise the radar antenna. Shortly thereafter, much to the pilot's surprise, the RIO ejected!

The RIO later stated that he could not understand any ICS or radio communications but he construed them to mean the pilot wanted him to eject. The RIO further stated he did not see any hand signals from the pilot. It is significant that the aircraft had not experienced and was not experiencing any malfunctions nor was it being maneuvered erratically. The ejection warning light had not been turned on by the pilot.

The RIO was recovered uninjured and returned to base. The aircraft sustained limited damage.



**Grampaw Pettibone says:**

Great balls of fire! What do we have to do—remove the ejection handle in the back seat because Quick Draw McGraw is on board? Appears to me that this gent ought to take stock of the situation. We can't afford to have crew members punch out every time they have ICS trouble.

I sometimes believe we have a very small group of personnel who just have to do something sensational—or should I say stupid—just for the benefit of their own ego. I believe Naval Aviation can do without the type of people who get too shook up to take

rational action. Can't imagine what this gent would do in a real emergency.

### Minus One

Two pilots arrived at operations to prepare for a cross-country flight in their US-2B. There were four passengers on the flight. The weather was forecast to be VFR to destination. The pilot completed the flight planning, conducted a thorough preflight and commenced the prestart procedures—all without incident.

The US-2B was cleared for departure, commenced takeoff and climbed to 6,000 feet. Leveling off at 6,000, the pilot noted the weather was excellent as anticipated from the weather brief. Following an uneventful first hour of flight, the #1 engine fire warning light came on. The engine was feathered and the pilot changed course to a nearby airfield.

En route to this field, the pilot reconsidered and elected to return to home base. This decision was predicated on the smooth operation of his remaining engine. Shortly after changing heading for home, a sump plug light on engine #2 came on and the engine began to run rough. The pilot now attempted to restart #1, but his initial efforts were fruitless.

He ordered the passengers to bail

out. There was some hesitation on the part of the passengers but, to get things rolling, an NFO bailed out first while the pilot continued attempts to restart the #1 engine. The engine started before the rest of the passengers had bailed out. The pilot quickly rescinded his bail-out order and landed at the original nearby airfield.

Meanwhile, the NFO drifted down and landed in a meadow. A farmer who had seen his descent picked him up and took him to the airfield where the aircraft had landed. A helicopter from a military field collected the crew and transported them to home base. There were no injuries.



**Grampaw Pettibone says:**

Holy mackerel! This gent pretty near wound up in the local pea patch. Once he made a good decision—to land at the nearest field—he almost blew it by changing his mind!

Can't fault the gent who made the "nylon approach." As a matter of fact, I think he did well by leading the way, as there appeared to be some hesitancy on the part of the other riders in the back.

This pilot now subscribes to making and sticking with a sound decision. Besides, it would be kinda nice if all the riders were delivered to the same airfield at the same time by the same aircraft—most passengers prefer that.