GRAMPAW PETTIBONE

Fore!

A T-28 *Trojan* was on the last leg of a round-robin airways flight. The pilot in command, although qualified, had less than 800 total hours. There was an enlisted crew member occupying the rear seat.

When they arrived at their destination airport, it was night and the aircraft was vectored to the GCA pattern. About four miles out, while on glide slope, the pilot was informed that he was number two in the pattern. He visually located the other aircraft, an E-2 *Hawkeye*, turning from left to right in front of him, and reduced his power slightly due to the aircraft's proximity.

At this time, with the T-28 at an estimated 90 knots and one-fourth flaps, the pilot decided to execute a waveoff but, at that instant, he encountered what was interpreted as turbulence which caused his aircraft to assume a 90-degree angle-of-bank position to the right with nose high. He added power, executed rudder and left stick in an attempt to regain normal flight attitude but was unable to do so.

The full application of power and flight controls was ineffective in regaining positive control of the *Trojan*. The pilot, being familiar with the field, was aware of his position over a golf course, so he raised his landing gear, leveled the wings and landed on the golf course.

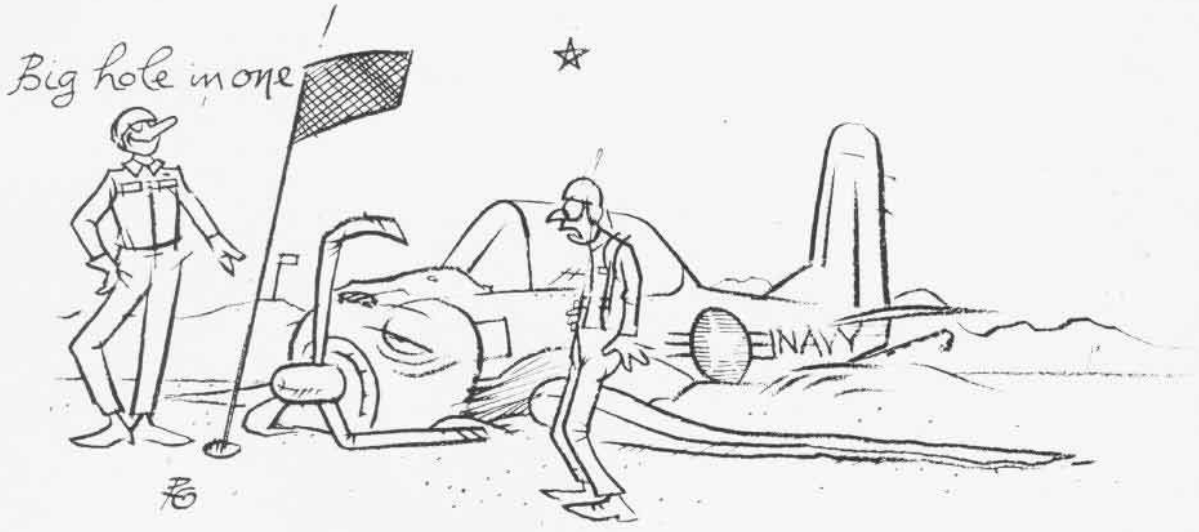
After skidding to a halt, the pilot blew the canopy and he and his crewman had an uncomplicated egress. The pilot accounted for the safety of his back seat observer, who was clear of the aircraft, and established that neither had suffered major injury. Minutes later, he signalled an approaching crash truck with his flashlight.

Both pilot and observer were then transported to the dispensary in the duty crash pickup truck which had arrived from the tower. The two men were examined by a flight surgeon; it was determined that only minor injuries were sustained by the pilot and observer. The aircraft sustained substantial damage.

Grampaw Pettibone says:

Jumpin' Jehoshaphat! This gent is so fouled up, I can't believe it. First of all, 90 knots with one-fourth flaps is non-NATOPS (too slow); then, to top it off, he pulls power to slow up more!! That E-2 in front creates one helluva wind behind it. No wonder our machine acted the way it did.

This pilot is lucky to have escaped with his life; appears to me that this gent was not checked out, in spite of what his papers said, or maybe I should say, was paper-qualified! Anyone who is at 90 knots, one-fourth flaps in a T-28 and pulls power is a mighty poor insurance risk. This lad definitely needs some sort'a re-trainin'!



ILLUSTRATED BY Osborn

Unscheduled Acrobatics

Two lieutenants and their crew were assigned a pilot training flight in the P-3B *Orion*. The aircraft commander was a qualified instructor pilot (IP) and was to man the right seat with the pilot-under-instruction (PUI) in the left, as was customary. The briefing and pre-takeoff activities were uneventful. The weather was clear with visibility in excess of 15 miles.

Following takeoff, the *Orion* climbed to 4,500 feet. The PUI, at the direction of the IP, placed the aircraft in the landing configuration: gear down, flaps full and 130 knots. The IP then informed the PUI that he had an uncontrollable fire (simulated) in the number 1 engine and the engine was feathered. A simulated ditching drill was then conducted with the base altitude being 4,500 feet.

Upon completion of the ditching drill, the aircraft climbed to 4,800 feet, where a simulated two-engine approach and waveoff were to be conducted by reducing power on the number 2 engine, with the number 1 engine still feathered. Gross weight was approximately 85,000 pounds. The approach commenced at 4,800 feet with the aircraft in the landing configuration. At approximately 4,500 feet, the pilot-at-the-controls commenced the waveoff, calling for maximum power on engines 3 and 4. Airspeed was between 120 and 125 knots.

The aircraft began a left turn which the pilot could not correct with aileron and rudder. The IP pointed out that the *Orion* was apparently below minimum control speed. To demonstrate recovery from this situation, the IP reduced power on number 4 engine and the aircraft returned to a wings-level attitude.

The pilot at the controls called for gear up and approach flaps but airspeed decreased to approximately 110 knots where the IP attempted to take control and lower the nose. Before he could lower the nose, at approximately 105 knots, a moderate to heavy airframe buffet was felt and the aircraft steadily and rapidly rolled to the left to approximately a 90-degree left bank with nose simultaneously falling through so that the aircraft was in an almost *vertical nose-down attitude*, still rolling to the left.

The IP reduced power on all engines, leveled the wings after approximately *360 degrees of roll* and began a smooth pullout to recovery at approximately 1,500 feet and on the same general heading at which the maneuver commenced. The aircraft regained altitude, the number 1 engine was restarted and the flight returned to home base.

Grampaw Pettibone says:

Egad, lads! Someone could'a got hurt. Can't believe what I just read . . . "a 360-degree roll while headed down" . . . in a P-3 yet! All in all, it sounds mighty hairy to me.

Certainly must give the IP a "check" in the outstanding column for recovery techniques and reporting this near unexplained loss of a P-3! However, can't give him an "outstanding" for allowin' the student to carry the situation as far as it went. Meanwhile, if you want to do aerobatics in the P-3 — Don't! The entire crew are now strong advocates of "travel by modern rail, the AMTRACK system."