



GRAMPAW PETTIBONE

Three Turnin', One Burnin'

The C-118 *Liftmaster* arrived at NAS South Coast to pick up a full load of passengers and fly them to NAS North Coast. The passengers were given a thorough briefing. This was followed by an uneventful engine start and taxi. The aircraft commander and his copilot, both commercial airline pilots flying with the Reserves, had considerable experience in transport aircraft.

The takeoff roll was begun with no problems noted. As the aircraft climbed through approximately 2,000 feet, the #1 engine began to lose power and the engineer checked the analyzer. He reported that it appeared that two of the plugs in #1 engine were fouled. As the climb continued and the aircraft neared approximately 3,000 feet msl, the #1 engine power decreased further. The engineer then reported that it appeared an entire magneto was failing. At this point the

pilot began reducing power on the #1 engine.

At approximately 25 inches mani-



fold pressure, with no other abnormal indications noted, the #1 engine began running rough. The pilot then gave the order to feather #1. The engine was feathered. The pilot shut off the fuel selector on #1 engine but, before the complete engine shutdown checklist could be accomplished, the engine was reported on fire.

The pilot received a visual confirmation that the #1 engine was on fire. The fire warning light was now illuminated. The pilot actuated the left CO2 discharge handle. The fire warning light did not go out and again there was a visual verification that the engine was still burning.

The pilot had already begun a left descending turn and had spotted an airport just off and below the left wing. The center was contacted and informed of the situation. Declaring an emergency, the pilot advised center that the *Liftmaster* was headed for an airport off the left wing. The center then recommended another airport, a



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ILLUSTRATED BY *Opblom*

large municipal field, which he said was straight ahead.

The pilot saw the runway directly ahead. He continued the descent, heading for the runway. At this time, the pilot actuated the other CO2 selector handle, but it had no effect on the fire which continued to burn. The C-118 touched down approximately 700 feet down the runway. The pilot reversed the three good engines and used brakes.

At approximately 40 knots, however, the outboard left tire blew, and the aircraft came to a stop on the centerline. The crash crew was there immediately and they began extinguishing the fire. The engines were secured and the evacuation order was given. Evacuation took place out the right overwing emergency exit and down the flap. All passengers and crew moved quite some distance from the aircraft while the crash crew completed extinguishing the fire. There were no injuries.



Grampaw Pettibone says:

Holy mackerel! Makes me feel good when I read about our lads doing a real professional job. Thanks to the people in the center, too — for pointing out the field directly ahead. If the bird had landed at the other field, it probably would have burned to the ground because of the lack of fire-fighting equipment.

These passengers can sure thank these drivers up front for remainin' cool throughout this whole affair — and many thanks to the center people for the fine job. Well done!

Aggressive vs Foolhardy

The pilots were scheduled for a basic aircraft maneuvering tactics flight in two F-4 *Phantoms*. The NFO scheduled to fly in the back seat of one was replaced by a pilot, since the flight was to terminate at another field in order to ferry an F-4 back to home field. Following a normal brief, preflight, start and taxi, the two F-4s departed for the training area.

After entering the training area, one of the F-4s set up on the left "perch" for a barrel-roll attack on the other *Phantom*. The pilot commenced his attack which was countered by a hard turn into him by the other F-4, forcing a mild overshoot.

After a series of reversals and counter reversals, the F-4 under attack turned left at a high angle of attack with full left rudder. To increase his

turn rate, the pilot used some opposite aileron, at which time the F-4 departed to the right and entered a right spin.

At spin entry, the altitude was approximately 10,000 feet, airspeed fluctuating between 0 and 80 knots and angle of attack pegged at 30 units. The pilot immediately neutralized the controls and put the stick forward to unload. He then deployed the drag chute, which had no noticeable effect on the aircraft. Full forward stick, right aileron and neutral rudders were then employed.

At approximately 7,500 feet, the pilot told the back seat pilot to eject, which he did by utilizing the lower handle.

The two pilots experienced a normal ejection sequence and landed safely in the water close to each other. Two helicopters in the area responded im-

mediately. Each aircrew was picked up by a separate helo and returned to the home-field dispensary.



Grampaw Pettibone says:

Jumpin' Jehosaphat! With pilots like this on our side, we don't need enemies! Where the heck did this pilot get his aerodynamics trainin'? Maybe he slept through the lectures. The cause of the accident was simple: a pilot-induced spin by the use of cross controls at high angles of attack — *in violation of a warning in NATOPS!*

Some drivers fail to understand that in actual "fighting the airplane," you lose if you spin. It is regrettable that in this day and age we lose aircraft in this manner. Bein' aggressive is certainly desirable, but this gent failed to recognize the fine line that separates aggressiveness and plain foolhardiness.

