



# grampaw pettibone

## Watch Your Step

A pilot flying an F4U made a normal approach to a landing, correcting adequately for a 10-knot crosswind, 60 degrees to the runway. During the landing rollout the fighter swerved to the left, starting a ground loop. As the pilot corrected with right brake, his foot slipped into the opening at the top of the pedal and the plane headed for a coral shoulder.

After tremendous effort our pilot managed to extricate his foot and to straighten the fighter out on a taxiway paralleling the runway. All was well until he ran smack into a coral mound left on the taxiway by construction workers.

Off came the landing gear and the F4U screeched to a stop 120 feet beyond the pile. The cause of this accident was not crosswind, as it was not of sufficient force, but rather a little bit of oil or grease which the pilot had picked up on his shoe before entering the cockpit.



Grampaw Pettibone says:

Gosh, fella, you almost made it except for that coral mound. Actually, though, that little bit of grease or oil on your shoe was the root of all your trouble. I once knew a fella who didn't pay much attention to a little bit of oil on his shoe and he slipped off a fighter wing. The next week he had to eat his meals standing up. These little things do count, so beware of that oil puddle and that grease spot. There are plenty around planes. (March 1948)

## Grapefruit Squeeze

The T-28 departed home field on a local training flight. The instructor was in the rear cockpit and the student



pilot in front. During the first 55 minutes of the flight things went normally with the instructor demonstrating a spin maneuver and the student performing an approach turn stall and a simulated high altitude engine failure.

At approximately 2,000 feet msl, 170 kias and 4 nms from an outlying training runway site (field elevation 54 feet), the instructor initiated the first

of two simulated low altitude engine failures. The throttle was closed and simultaneously mixture was placed in rich and the propeller to the full-increase position. The student performed his tasks throughout the procedure satisfactorily and, when it was apparent he could have landed in a farmer's field successfully, the instructor took control and waved off.

During climbout the instructor discussed the student's choice of landing in a farmer's field vice a the paved runway at the outlying field 4 nms away. The student stated he did not believe they could have made the paved runway.

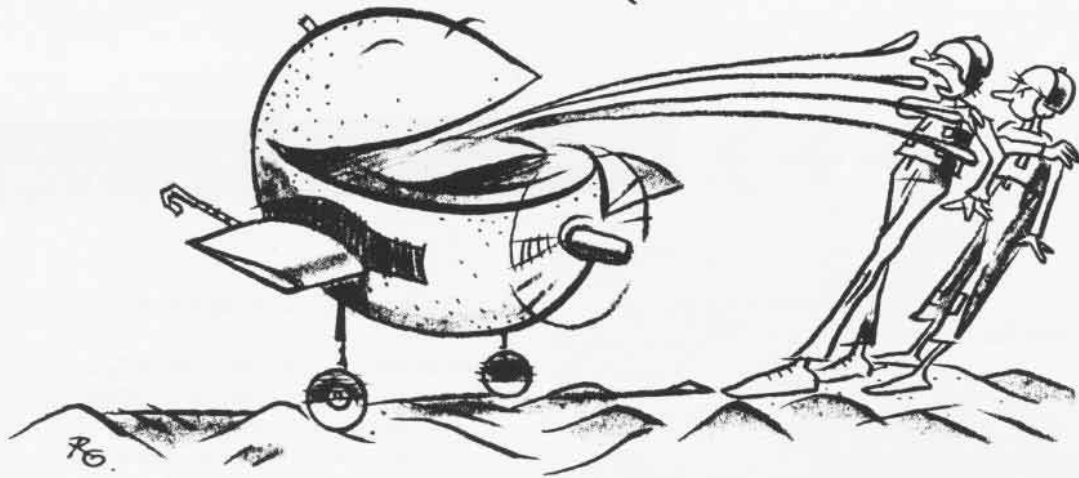
With that the instructor returned to the exact location over the ground where the first simulated engine failure was initiated. He discussed the effect of setting the prop lever to the full decrease rpm position (high pitch) and how this would increase glide distance. He gave aircraft control back to the student, ensuring the student knew where the outlying runway was located and initiated a second simulated low altitude engine failure.

The throttle was closed and prop and mixture controls placed full forward. After the student reported the aircraft clean, the instructor took electrical control. The student completed his procedures while heading the aircraft toward the paved runway.

The student asked for full decrease and the instructor placed the prop lever in the full decrease rpm position. The aircraft responded with a corresponding surge and a noticeable feeling of decreased drag. When the runway was made, the instructor told the student he should lower the landing gear so as to not overshoot the runway.

The instructor placed the prop co

Take that!



trol to full increase as the student lowered the gear. The instructor took control of the aircraft, smoothly added power with no corresponding increase of engine response. The prop control was recycled to near full decrease and back to the full-increase rpm position with no response.

Engine instruments were indicating normal with the aircraft at 500 feet over the runway threshold. (Runway length was 3,000 feet.) The instructor raised the gear and at this point realized the aircraft could no longer maintain altitude. The aircraft was crash landed in a farmer's field and both pilots escaped without injury.

from the A-6 flight line. To ensure that the starting unit would clear an adjacent A-6, the driver made a large radius left turn to pass in front of the A-6.

During the entire maneuver, the driver was looking over his left shoulder to monitor the clearance between the starting unit and the A-6. He did not look forward and to his right, and was unaware of the A-7's proximity. The driver was knocked off the tractor as it impacted the tail cone of the A-7. The tractor stopped when the exhaust duct of the starting unit

struck the starboard horizontal stabilizer of the A-7.



Grampaw Pettibone says:

Help! I've been booby trapped. Guess who did not have a license to operate this equipment? Where was the line supervisor? The unqualified, unlicensed operator story is getting older than Gramps. Know what licensed talent mix is sent on detachments. Maintenance officers watch out - these guys will cost you an up aircraft - think about it. Do you have enough yellow gear talent? Forklifts to LOX carts, you'll need someone qualified to operate them eventually. Train today - smile tomorrow!



Grampaw Pettibone says:

Great horned toads! Pushin' one of our oldest machines to the close hairs and asking for absolute flawless response every time is pushin' the margin as well. Save decreased rpm for the real emergencies. Procedures such as this may go uncriticized for years - until something happens. Squeezin' the margin for error is like squeezin' the grapefruit. If you squeeze too hard, you get it . . . right in the eye.

### Unlicensed Driver Strikes Again

NAS WestPac was in Tropical Storm Condition One. An A-7 was secured, parked, and chocked on the flight line. An A-6 was parked in the next line aft of the A-7. The driver of a tow tractor began to remove the tow tractor and attached starting unit

