



grampaw pettibone

Cleared to Cross?

A T-28B was recovering from an incompleted student training flight, cut short due to marginal inflight visibility. The instructor took control of the aircraft after normal traffic pattern entry/break overhead the active runway at NAS Home Plate. He reported the 180-degree position and was issued a proper clearance to land by the control tower.

About the time the instructor initiated the landing transition at 90 knots and 20 feet, he glimpsed a yellow vehicle passing in front from right to left directly underneath the aircraft nose. The alert instructor immediately added full power and waved off, missing the vehicle by approximately 10 feet.

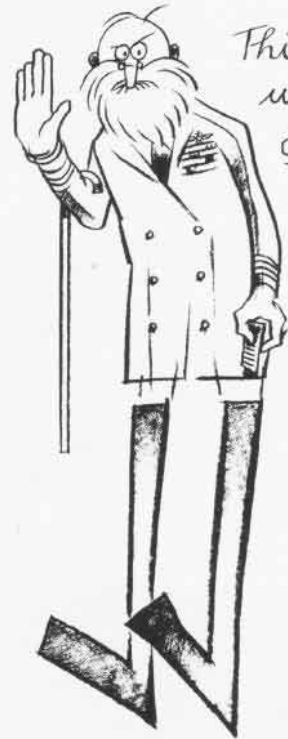
The operator of the vehicle, which was the station Follow Me truck, had called on the FM radio for clearance to cross the active runway. Initial

clearance was issued to cross at the approach end. The driver requested a modification of his clearance to cross the duty runway at the intersection of the crossing off-duty runway. The driver was told to stand by for further instructions. This transmission was received garbled in the Follow Me truck. The driver assumed clearance to cross had been issued and proceeded onto the active runway *without visually* checking for traffic or requesting clarification of the garbled transmission.



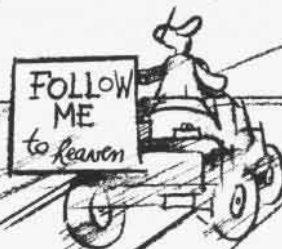
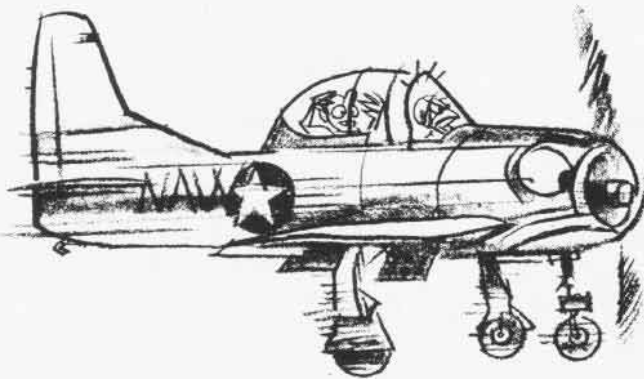
Grampaw Pettibone says:

Leapin' Lizards! A little more know and a little less assume would have saved us some heartbeats. Certainly it would contribute to a higher state of morale for next of kin. Station and squadron personnel take heed! This could happen to you! This type incident occurs when you least expect it. Look both ways before crossing all runways/taxiways. Always know where you



*This year
we always
double
check!*

@sborn



@sborn

are and understand your latest tower clearance. One of the most dangerous evolutions exists when personnel must tow aircraft without tower comm at night across runways to high power turn-up areas, etc. Know your local procedures cold. There is absolutely no margin for error. Your first mistake could be your last. Trite but true! Two on a runway is a crowd!

The Pink Pig

A Royal Air Force helicopter was on a routine training mission following the river Thames at 1,250 feet. The aircraft was in the midst of a right turn when the pilot saw a large pink pig at his one o'clock position at about one-half mile, rising rapidly out of the haze layer. The turn was stopped and the helicopter overtook the pig, passing clear of its port flank. The "pig" was a balloon approximately 40-feet long, which had broken away from its mooring at a local amusement park.



Grampaw Pettibone says:

Jumpin' Jehoshaphat! Flying porkers! What next? This story was passed to Gramps by an old RAF squadron mate, Wing Commander Spry. The incident was classified as an "airmiss" caused by unauthorized penetration of controlled airspace by a pig!

We colonial aeroplane pilots also must watch for unusual flying objects.

Moral - one if by land, two if by bus, thanks to ole Spry, the pig won't get us ... Blimey!

Hot Start

A pilot blasted off on a bright summer day in a T-1A from an East Coast air station for a short x-country to a New England AF Base. He enjoyed the uneventful flight and landed at his destination as planned. Everything seemed to be going along in a routine manner until he discovered he had overlooked the fact that a T-1A starter was not available at this particular AFB.

Not to be outdone, this intrepid airman elected to attempt an air start from another jet aircraft. The starboard intake of the T-1A was positioned in the jet exhaust of an Air Force T-33 and a start was accomplished. The pilot then flew his T-1A back to home base where it was discovered the aircraft had been damaged as follows: paint blisters in vicinity of starboard intake, starboard leading edge intake burned, insulation

burned from electrical wiring in plenum chamber. Approximately 20 man-hours were required to repair the aircraft and get it in an up status.



Grampaw Pettibone says:

Now doesn't somethin' like this really gall you! This guy just blasts off on his merry little way without so much as even checkin' the en route supplement for the equipment and services available at his destination.

It's darn hard to believe that grown men will pull tricks like this, but I'll have to admit your ole bearded buddy ain't too surprised at anything that happens in aircraft any more. (September 1964)

