



grampaw pettibone

Pro Sans Luck

While cruising at 7,000 feet, the port engine of the SP-2E commenced backfiring. The pilot reduced power and the engine smoothed out. The engine analyzer, however, indicated that number one and two cylinders were not firing on the left magneto. The PPC increased manifold pressure and the engine began backfiring again. A small amount of oil was seen coming from the inboard cowl flap and the PPC immediately secured the engine. The shutdown was normal in all respects, and further inspection gave no evidence of fire. With the situation temporarily squared away, the PPC elected to continue on to his destination which was the nearest military field. The control center was informed and a descent to 6,000 feet was approved.

About five minutes later, smoke was observed coming from the port engine. An emergency was declared and the pilot was given a vector to a nearby civilian airport. The crew was directed to make preparations for bailing out as the fire increased in intensity. The center was informed it would be necessary to land immediately or the crew would be forced to bail out.

The center vectored the *Neptune* to a small private airport directly below and a single engine landing was attempted on a 3,300-foot runway. The PPC brought the P-2 to a complete stop 500 feet off the end of the runway with no apparent damage incurred on landing; all hands exited without injury. The airport fire jeep arrived within two minutes, but did not have sufficient equipment to extinguish the fire. Before the city fire trucks could reach the scene, the



aircraft was completely engulfed in flames.



Grampaw Pettibone says:

Too bad! The operation was a success but the patient died. This is an outstanding testimonial to back up my insistence on using military fields as much as possible. This plane crew was well organized and handled the emergency in a professional manner, but was unfortunate enough not to be close to a military field which could have fought the fire and saved the plane. (The culprit causing this mishap was failure of the exhaust valve on the number two cylinder.)

It gets Ole Gramps right in the pocket-book to lose one of these machines, but it sure makes me proud to add these boys to the Ole Pro list. (January 1967)

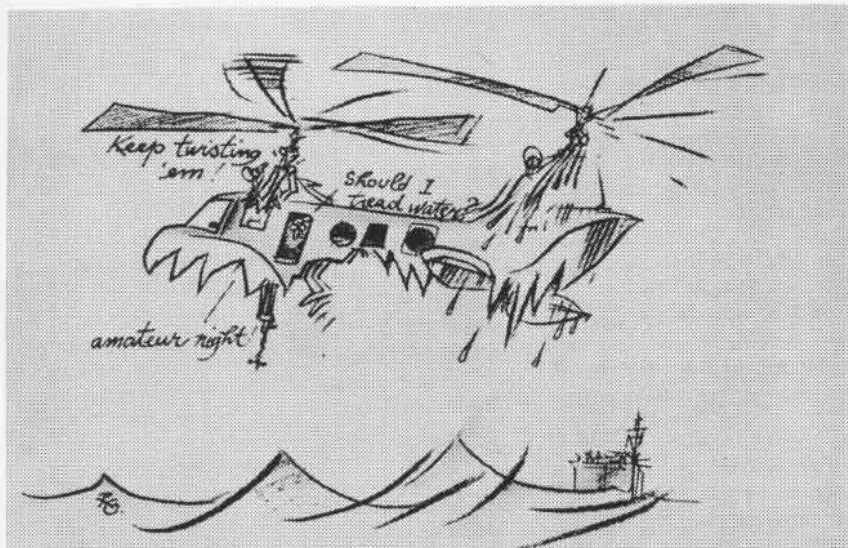
Basically Basic

A CH-46D was airborne for a day/night practice vertrep mission and touch and go's. During the early portion of the flight all had gone well. About half an hour after darkness the pilot was making an approach to the ship from port to starboard. As the aircraft reached an in-close position, the deck was noted fouled and a wave-off initiated. The weather was beginning to deteriorate rapidly and on the wave-off, without warning, the helo encountered heavy rain.

As the CH-46D passed the stern of the ship, the pilot told the copilot to activate the right side windshield wiper. This accomplished, the pilot asked the copilot to activate the left side wiper. The copilot couldn't reach the left side wiper control, so an aircrew member was called forward to assist. At this point the helo was on the starboard side of the ship at 300 feet AGL and 60 knots.

Visibility dropped to below one mile. It was pitch black with no horizon. The pilot could not determine if his wipers were functioning, so, after setting the aircraft in a 10-degree angle-of-bank starboard turn at 300 feet AGL and 60 knots, he gave control of the aircraft to the copilot. The pilot told the copilot to maintain the aircraft at 300 feet and continue turning to setup for another approach. The exchange of aircraft control was a positive and understood change.

The copilot flew and monitored the flight instruments, only breaking his scan with a glance to see how the pilot was coming with the wiper controls. As he broke his scan, the aircraft began a subtle descent. The copilot noted the radar altimeter pass through



25 feet AGL and initiated a positive climb simultaneous with water impact. Ascending through 100 feet the pilot took control of the aircraft, checked the controls, and completed a successful landing back aboard the ship. Fortunately, no one was hurt. The aircraft sustained damage to the fuselage skin, nose gear support structure, antennas, pitot system, and was missing the nose landing gear.

idle position to the "off." Realizing he had inadvertently shut the engines down, he initiated an immediate air start.

Attempts to restart the engines were unsuccessful and the pilot initiated command ejection at 700 feet and 220 knots. Ejection, parachute descent and water entry for all three crew members were as advertised. The search and rescue effort went well

except that the new D ring (W/GATE P/N SA-82071-1, aircrew systems change 361) was not compatible with the swimmer rescue harness snap link (P/N MS 22018-1). A horse collar was used for the pickup of all three crew members.



Grampaw Pettibone says:

Holy retarded throttle jockey! Guess who didn't learn in the replacement training squadron that you don't bring the throttle below 75 percent rpm in the break. Nothing surprises your Ole Gramps anymore. This proves to me there is always a need to review basics.

Riding around in dynamic environments "cold mike" is another sore point. Someday it's gonna cost you big. A few words at the right time may save your bottom and help save the aircraft.

As for the rescue problem between the swimmers and the downed crewmen: What a neat time to find out compatibility problems exist between equipments. Why didn't the SAR Det know what the air wing flyers were using and vice versa? Incredible!!

This entire accident smacks of ignoring basics. Simple ignorance is not knowing; compound ignorance is not knowing that you don't know. Let's get back to basics!



Grampaw Pettibone says:

Holy splashdown! It amazes me what some guys get away with. This was as demanding an instrument environment as you can find (IFR, night, overwater, low altitude, no horizon). The situation called for good basic instruments, crew coordination, and maximum attention to flying the aircraft. Gramps says, "Oh Boo!" to passing aircraft control IFR in a turn. Basic air work, basic instruments, basic headwork, and basic discipline were handled in a basically casual fashion and the outcome was basically predictable.

Basic Ignorance

An EA-6B launched on a routine hop from USS Aircraft Carrier. The flight was uneventful until entry into the break for landing. The pilot (using cold mike) entered a 60-degree angle-of-bank turn four miles ahead of the ship. The speed brakes were opened and the power reduced to idle. The pilot felt the throttles go beyond the

