



grampaw pettibone

Emergency Landing Demo

A T-34B was flown from home base to a local university airport to provide orientation and indoctrination flights for aviation candidates. Three such hops were conducted without incident.

Late in the afternoon, a fourth was required. The pilot preflighted the aircraft, briefed the passenger, conducted normal taxi, run-up, takeoff and transit to the op area.

Standard aerobatics for this type flight were performed. At the completion of the aerobatics demo, the pilot started the return flight to the university airport. As he descended to landing-pattern altitude two miles from the airport, the engine began to sputter and unwind.



The pilot initiated emergency restart procedures but was not success-

ful. An emergency voice report was broadcast. The pilot proceeded south across an interstate highway, generally oriented east to west, and turned eastbound to set up for an emergency landing.

Leveling the wings, the pilot flew through a gap in a tree line about 45 degrees toward the interstate highway, and attempted a 70-degree right turn to land on the roadway, eastbound. On the final turn, the right wing tip struck the treetops and the aircraft rolled right and impacted the ground approximately 120 degrees, right wing down. The plane came to rest inverted after about a 50-foot skid. Local civilians at the scene lifted the port wing and assisted the crew from the wreckage. Both escaped with minor injuries.



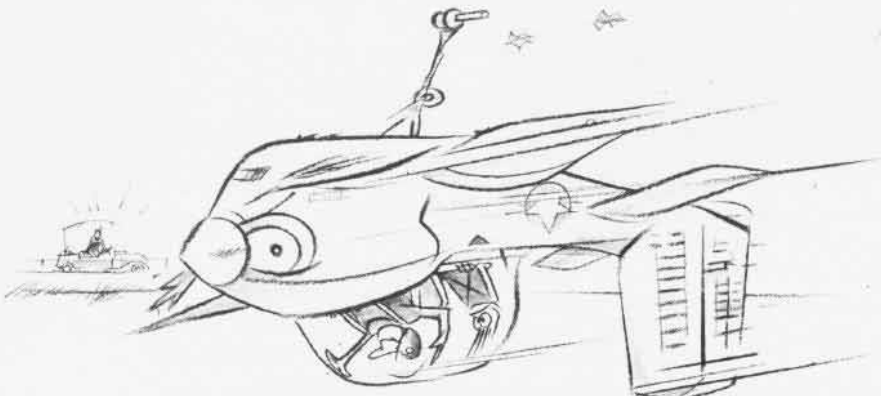
Grampaw Pettibone says:

Great Scott! Completely out of fuel and ideas, this aerial jockey just plain doped off. Five flights on the same day and no one took time to "gas" the flyin' machine? Short cuts like this suggest dazlin' footwork — but a severe lack of headwork. Excuses wear thin. This one could easily have been a last performance.

All Yours

After a complete preflight of their T-34, the instructor and his student took off at 1200 for a pre-solo check flight. The weather was clear and both pilots were in proper mental and physical condition to fly.

Upon completion of some initial high altitude maneuvers, the *Mentor* entered the landing pattern at the auxiliary landing field and commenced practicing touch-and-go landings. After the final touch-and-go and upon reaching an altitude of 550 feet indicating



Hang in there, and watch how I do it!

110 knots, the instructor chopped the throttle, simulating a low altitude emergency. The student executed the initial procedures properly and headed for a farmer's field to the north of the auxiliary landing field.

On final approach to the field, with gear and flaps down, the student noted his line-up was a bit right of his intended point of landing and added left aileron to correct it. (Up to this point the student had correctly executed the maneuver with the exception of trimming the *Mentor* for balanced flight.) Just after adding left aileron, he noted the instructor was also on the controls although there was no verbal or other acknowledgment by either of them that control had shifted. As soon as he perceived the instructor on the controls,

the student released the stick and throttle quadrant. He demonstrated that he no longer had control by holding his hands over his head. The instructor, then in control, returned the aileron to a neutral position, added full power, and attempted simultaneously to apply left rudder.

He was unable on the first few tries to depress the left rudder as the student had failed to remove his feet from the rudder pedals. This, in effect, prevented coordination of rudder and aileron movement and resulted in a cross-control situation. By the time the instructor was able to neutralize the rudder, too much altitude had been lost to allow for recovery.

The T-34 hit a fence post, bounced twice and came to rest. The engine burst into fire on impact and the

aircraft was destroyed. Both occupants experienced some degree of difficulty exiting the wreck, but finally made it with only minor burns. They retreated to a safe distance and were picked up shortly by the SAR helo and returned to base.



Grampaw Pettibone says:

Heavenly days! This sorta foolishness went outa style with button shoes. If Gramps could only get all throttle jockeys to read OpNav Instruction 3710.7C and live by it, how serene life would be. Para 411 on page 4-2 of this book covers the change in control procedure extremely well. It was written just to prevent this sort of thing because it has happened before. A wise man learns by his mistakes; a wiser man learns by the mistakes of others. (April 1967)

Gramps' Mailbag

Gramps receives numerous articles each month which range from accounts of near accidents to letters of commendation for acts of real professionalism. If you would like to share an experience, send your letter to:

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