



# grampaw pettibone

FFFFFFFFFFFFFF

Following facts ferreted from friendly frightened female flight surgeon's first fam fright flight.

Lt. Joe Beaulieu, VT-6 Natops instructor pilot, was demonstrating a series of aerobatic maneuvers to the female flight surgeon occupying the rear seat of the T-34C *Mentor*. He had just completed an Immelmann maneuver and was accelerating through 130 knots at 8,000 feet when he noted fluctuating engine torque, airframe vibrations and loud popping noises from the engine. He promptly reduced the throttle to idle and the malfunctions appeared to subside. Subsequent throttle movements resulted in no engine response.

Lt. Beaulieu secured the engine and established maximum glide airspeed. He restarted the engine but it would not accelerate beyond idle. Again, loud engine noises were heard. He secured the engine once more and prepared the aircraft for an emergency landing. Since he was operating in the L-3 area, he was aware of the location of Choctaw outlying field, approximately six miles to the south.

Sighting the field, he continued the glide, confident that he could make it. He maneuvered the aircraft to position for "high key" over the long (8,000 feet) runway. He continued the gliding descent to position the aircraft over the field at 4,000 feet, intercepted the high key at 2,000 feet, and extended the landing gear early to ensure that there would be sufficient time available should he have to mechanically



Grampaw Pettibone says:

Holy frightened surgeons! This demonstration was probably a little more than Lt. Beaulieu or his passenger bargained for. Old Gramps is proud to say that the pilot handled this emergency like a real pro, giving his passenger a firsthand look at what Natops is all about. The cause of this menacing *Mentor's* malfunction was failure of a first-stage turbine blade, compounded by further turbine section damage and failure.

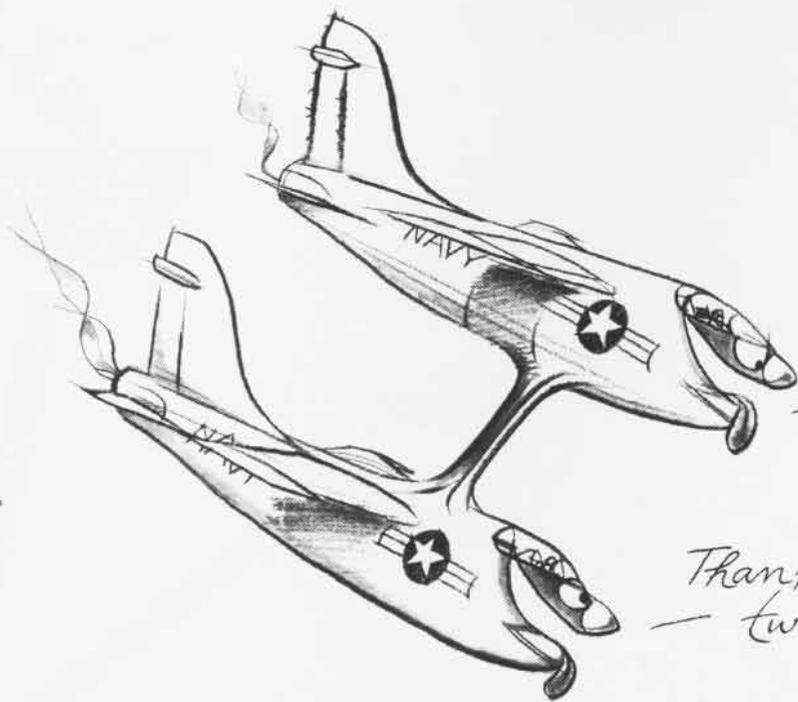
Lt. Beaulieu's cool and professional efforts resulted in the safe recovery of his aircraft and crew, nomination as "man of the hour" by his passenger and citation as "Flying Pro" by the Chief of Naval Air Training. Old Gramps would like to add some sounds of applause and an additional "round for the cause." Well done, Lt. Joe Beaulieu, VT-6 Flying Pro!

crank it down. Passing the 90-degree position, he lowered the flaps and executed a flawless no-power landing.

## Corsair Pair with Flair

Break left! Harder! Now reverse, hard right. . . a little more G! Keep the





We are going  
— to LIVE!

Thanks to these  
— two PROS!

nose up...hang in there! There he goes, over the top! Don't lose him in the sun! Watch his nose — he's falling through! Unload it. These were a few thoughts flashing through Lt. Larry Booth's mind as his instructor pilot transmitted, "Okay, knock it off. Let's get back up to altitude and set up the next series."

As Booth, a VA-174 replacement pilot flying the A-7, initiated a climb back to base altitude, he quickly made a visual sweep of the cockpit gauges to ensure everything was in order for the next run. Prior to level-off at 18,000 feet, he pulled back on the throttle. Surprisingly, the throttle stopped abruptly after about one inch of movement. He checked throttle friction "off" and again attempted to reduce power, but with the same negative results. The throttle would not retard below the 85 percent rpm position. Fuel flow was 2,800 pounds per hour at 18,000 feet msl. A quick scan of the cockpit showed all other indications to be normal. He informed Lt. Greg Lane, the weapons instructor chase pilot, of his problem and requested an external visual check of his aircraft. The instructor joined in close formation and directed the flight to return to home base, about 30 nautical miles away.

En route to MCAS Yuma, the instructor reviewed the appropriate stuck-throttle Natops procedures with his troubled wingman. The flight proceeded southwest and set up a six-mile straight-in for an engine-off approach to an arrested landing. Using aircraft speed brakes the flight slowed to 220 knots approach speed. The emergency generator was extended to ensure availability of hydraulic power following engine shutdown. The emergency landing gear extension system was activated so that the speed brake could be used in the landing configuration if the gear handle was subsequently raised. Gear and flaps were lowered normally. Approaching the six-mile initial at 86 percent with engine fuel flow now 4,600 pph, the flight was a little high and fast. A 360-degree turn was executed in order to acquire a more optimum start. The aircraft then intercepted the glide slope at 1,600 feet AGL and began a descent, maintaining 220 knots along the glide slope.

The "hoop" position, an imaginary circular window in space, was intercepted perfectly with a centered meatball at 5,000 feet from the end of the runway, 300 feet above the ground. At this point, Lt. Booth moved the engine fuel master level to off. The engine

stopped operating about three seconds later, as advertised. The *Corsair* continued in gliding flight to the runway for approximately 15 seconds. The airspeed had decreased to 130 knots at touchdown. The landing was completed safely.



Grampaw Pettibone says:

Holy high-speed heroes! Old Gramp's buttons are poppin' with pride over the way these pros handled this one. Other aircraft have been damaged or lost under similar conditions. Lt. Lane flew Lt. Booth's wing throughout the evolution, maintaining the same aircraft configuration in order to more fully assess the situation. Natops and approach procedures were discussed throughout the emergency. Each pilot was well versed on what to do and to expect during the approach, landing and roll-out phase. The A-7E Natops notes that the engine can be secured any time one of the key points is met; and a safe landing can be expected at 130 knots, 750 feet down the runway, if the approach is properly executed. Excess airspeed puts the touchdown point further down the runway and at a higher landing speed. This team's decision to execute the 360-degree turn, when all was not quite right, was probably the difference between their professionally executed approach and others which have resulted in "hot" landings, blown tires, overshooting the arresting gear and damaged aircraft off the runway.

Gramps gives a hearty well done to this pair and orders up a "round" for saving a *Corsair*.