



GRAMPAW PETTIBONE

Sundown Kid in Flaps-up Fiasco

The A-7B Corsair pilot launched on the third leg of an instrument training flight from NAF High Altitude to arrive 45 minutes later at La Gaso Muni. The pilot entered the overhead 1,500-foot traffic pattern just about sundown. He lowered the landing gear and flaps, and touched down at 1,500 to 2,000 from the approach end of the 11,000-foot runway. Runway density altitude was 7,000 feet, aircraft gross weight was 25,000 pounds with 6,000 pounds of internal fuel. He used aerodynamic braking to 110 kias, then lowered the nose to the runway and commenced wheel braking. The brakes felt spongy, so he increased pedal pressure and felt good deceleration. Further down the runway, the brakes became less effective, so he released and reapplied one second later. At the 2,000-foot-runway-remaining marker, he pulled the emergency brake handle, but felt no additional braking. He maintained pedal pressure while using the emergency lever. At 1,000 feet remaining, he secured the engine. The aircraft departed the runway at an estimated 50 kias and traveled across 1,100 feet of firm sandy ground. The aircraft impacted a railroad track, which severed the right main landing gear and pulled the retracted tailhook and part of the keel from the aircraft. It continued through a six-foot chain-link fence, collided with a civilian pickup truck, and came to rest in the median of a four-lane highway. The pilot exited uninjured while the local La Gaso crash and smash crew extinguished fires in the wheel wells.



Grampaw Pettibone says:

Holy highway holocaust! This gives old Gramps a severe case of the mid-median miseries.

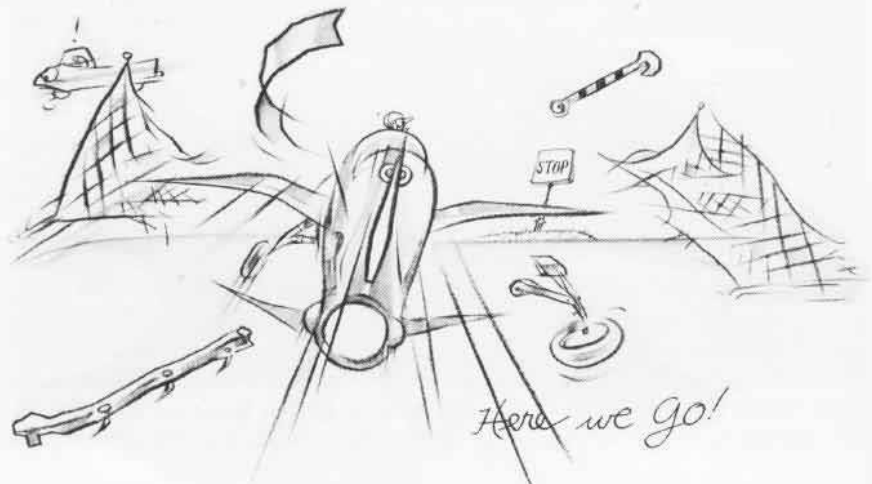
*Are we
amateurs
or
Pros?*



To land a max gross weight aircraft on a hot summer day with high density altitude (7,000 feet), for whatever reason, be it normal ops or severe get-there-itis, requires lots of TLC (tender landing care) throughout the entire approach and landing.

The trailing-edge flaps were found to be fully up but operated normally after the accident. Apparently, this pilot activated the trailing-edge flaps-up micro switch as he put the flap handle down, thus stopping the trailing-edge flaps extension — a somewhat common mistake. However, he failed to check either the trailing-edge flaps indicator, airspeed indicator, or to compare the AOA with airspeed during the approach. Any one of these gauges would have alerted him that something was amiss. The mishap board calculated the approach airspeed was approximately 166 kias with trailing-edge flaps up. Landing 1,500 to 2,000 feet down the runway left only 9,000 feet of runway remaining for a flaps-up-landing-required roll of 11,400 feet. The pilot remembers seeing only the 2,000-foot-remaining marker during the roll-out but does not recall his airspeed at that point. The mishap board judged the aircraft's speed leaving the runway to be 110 kias vice 50 kias, based upon its final resting position as a smoldering freeway median relic.

Old Gramps humbly requests that, in the future, all static displays be performed on operational rollers inside the confines of the perimeter and, preferably, on the mat area.



ILLUSTRATED BY *Osborn*

Misguided Tomcat

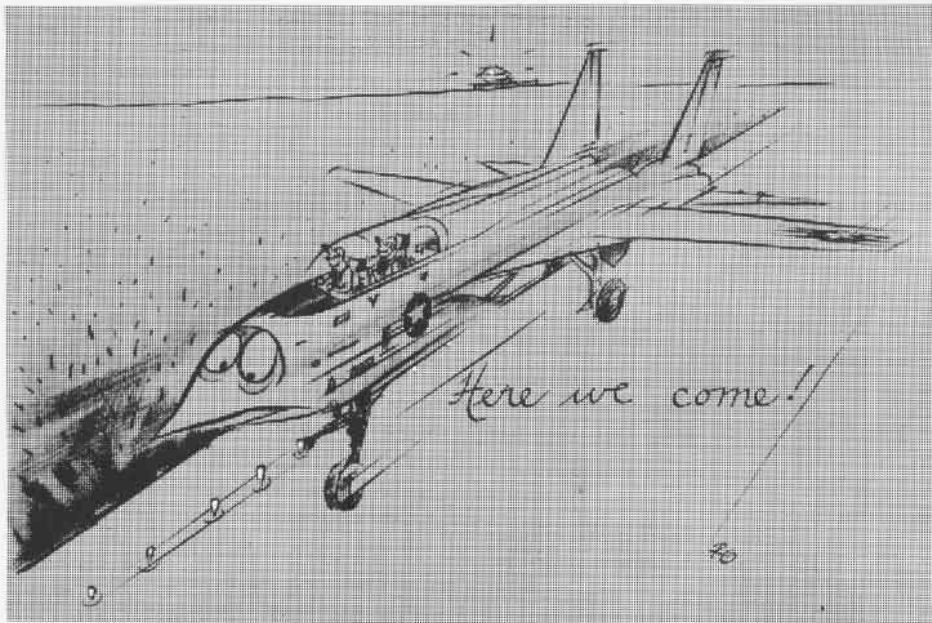
At 7:45 p.m., the crew of an F-14 *Tomcat* "hot switched" into the aircraft for night field carrier landing practice (FCLP). The crew, a student pilot and experienced FRS instructor RIO, then performed the takeoff checks approaching the hold-short line for runway 24R. Tower advised that the FCLP pattern on runway 24L was full and to expect a 10-minute delay. The pilot acknowledged and raised the flaps to avoid overheating, the outboard wing spoiler module (standard F-14 ops).

The LSO requested the tower to clear *Tomcat X* for takeoff on runway 24R. Tower complied and advised that his interval was on short final on 24L for touch-and-go FCLP. Preparing for takeoff, *Tomcat X* lowered his flaps, armed his spoilers and taxied ahead, while watching his interval aircraft land.

Lining up on runway 24R, the pilot noticed that the centerline light looked much brighter than normal. He added power, checked engine instruments and commenced takeoff roll. He checked one last time for the interval aircraft lifting on runway 24L.

During takeoff roll, the RIO called out airspeed while also watching the interval aircraft turning downward. At 100 kias, they heard the starboard tire blow. The RIO directed the pilot to continue the takeoff roll since the runway was wet and airspeed was in excess of 100 kias. The pilot selected maximum afterburner and rotated to takeoff altitude.

Once airborne, the crew heard thumping and grinding noises coming from the starboard side. Seeing sparks in his mirror, the RIO informed the tower they were experiencing engine problems, as they turned downwind and climbed to 1,600. More thumps and chugs were heard. The starboard engine rpm and fuel flow decreased while turbine inlet temperature increased. The pilot secured the starboard engine. Numerous caution and advisory lights came on and a complete loss of electrical power followed. The RIO removed his oxygen mask and yelled to the pilot to cycle the



emergency generator. He complied but electrical power was not regained. He then added power and started climbing. The RIO yelled for the pilot to eject but he replied, "Don't eject yet, I've got the aircraft under control." He recycled the left generator several times and, finally, electrical power was restored. The pilot, observing 145 kias and 4,500 feet altitude, selected minimum afterburner on the port engine to gain airspeed. This resulted in a slow right roll which could not be countered with full left stick and full left rudder. The pilot turned off the afterburner and regained control of the aircraft. The generator again dropped off the line. The RIO now noted a large fire in the turtle-back section as the nose of the aircraft pitched up, rolled starboard, and then fell through. The RIO initiated successful command ejection at 150 kias, 4,200 feet altitude. During their nylon letdown, the crew watched the burning aircraft fall to earth and explode.



Grampaw Pettibone says:

Great sufferin' Tomcats! Although cats and Eveready batteries have nine lives, this crew used 'em all up on one flight. They attempted a takeoff while lined up on the runway's starboard edge lights. Tire

marks show that the blown tire resulted from the starboard nose gear striking a 6-inch white runway-edge light and the starboard main wheel impacting the wheels-up/wave-off lights located nine feet right of the runway's starboard edge at 1,200 feet down the runway. The aircraft continued another 600 feet on runway heading when the starboard main landing gear strut impacted the runway arresting gear sheave assembly which extends 18 inches above the runway surface. This collision tore the main landing gear from the aircraft, causing considerable damage to the starboard engine and fuselage as it separated from the aircraft. The crew interpreted this to be compressor stalls and engine failure.

The pilot became preoccupied with ensuring that his aircraft was in the proper configuration for takeoff and failed to pay adequate attention to proper aircraft positioning for takeoff. The RIO, one of the most senior in the FRS, became so preoccupied with taking proper interval, monitoring the LSO/FCLP frequency, becoming angry that the tower had let an S-3 and EA-6B into their pattern, and double-checking aircraft takeoff configuration that he failed to visually check runway lineup. Use of the taxi light would have prevented this mishap.