



GRAMPAW PETTIBONE





Duck Soup

While simulating a strafing attack at a speed of approximately 250 knots, the pilot of an F4F-4 reported that he flew through a flock of ducks, several of which struck his airplane. This resulted in severe vibration and some difficulty in aileron control, necessitating an immediate forced landing. The airplane sank; the pilot received only mild shock and salt water immersion.



Grampaw Pettibone says:

It's my opinion this pilot got off mighty lucky. It used to be fun to chase ducks and occasionally "bag" a pelican, but that was back in the days when you had to have an extra fast plane to catch a pelican. With modern, high-speed aircraft, striking even a small bird may cause loss of control and result in a serious crash.

I'm not accusing this pilot of deliberately running into this flock of ducks. I'm merely warning all and sundry to stay well clear of such things, if possible. My Dad once told me of seeing a straw driven through a five-inch oak tree during a tornado. (Reprint from *NANews*, April 15, 1943.)

Danger Areas

An SBD pilot, flying at 4,000 feet about three miles off the Atlantic coast, suddenly heard "a noise similar to a loud clap of the hands." Inspection in the air failed to show anything

wrong. Upon returning to base, the pilot discovered a jagged hole about three inches long and an inch wide in the leading edge of the wing.

When the wing was removed, an unexploded 20-mm high-explosive incendiary projectile was found on top of the auxiliary gas tank. The nose fuse of the shell had been sheared off when it entered the wing. It was believed that a serious accident was prevented only because the shell had reached its maximum range and was tumbling when it hit.

The Trouble Board reported that the accident proved to the pilots of this squadron that firing notices must be studied while on the ground and danger areas given a wide berth in the air. In order to make it easy for the

How to Become an Old Pilot

An airline recently asked its pilots to state in a single sentence or less the one rule they never break and which they thought was most important in keeping them alive in the air.

Their one-line rules listed below form a mosaic law for survival. Do you have a one-line survival rule?

- Be skeptical of all human inputs.
- Follow the book, don't shortcut.
- Maintain crew coordination.
- Plan ahead, be prepared.
- Recognize and combat complacency.
- Minimize nonessential talk during takeoff, approach and landing.
- Don't assume, double-check.

From TWA FLIGHT FACTS

pilots to do this, the squadron has now adopted the old Navy custom of having all local danger areas plotted on a large map. The map is kept up to date by the navigator and is hung in the ready room where pilots can take a good look at it before each flight.



Grampaw Pettibone says:

You don't get the Purple Heart for getting wounded on a friendly firing range!

Firing notices are issued for your protection. Believe what they say — and don't wait to do so until somebody in the squadron gets hit. (Reprint from *NANews*, July 15, 1944. This is as true today as it was then.)

