



### Stop and Gone

An A-7E pilot was number two on a three-plane hop at sea. Upon return to the carrier, the lead signaled "hook down" for recovery. The Corsair driver complied but thought he was to make a touch and go prior to a trap. The carrier had been in port for six days. It was the end of a winter month and the pilot had logged 18 hours during only six flying days of the month.

The hook was down but the hook handle light was on. The section leader, concerned that number two needed a touch and go to satisfy requirements for a night flight, asked CATCC "... would you confirm that [our pilot] does not need a touch and go?" CATCC responded, "...that's a

negative - touch and go." Due to the controller's inflection and pause between "negative" and "touch and go," the reply was incorrectly construed as clearance for a touch and go. The mishap pilot, who was in ISO Utility, raised the hook handle. The light went out but the section leader, number three, observed that the hook was still down. He believed that the pilot realized he was in ISO and that he would deselect that mode accordingly to execute a touch and go.

The recovery was "zip lip" so no ball calls were made. The Corsair made the approach and snagged the number four wire. The aircraft stopped and rolled back slightly, the cable dropping free of the hook. But full power was still on! The hook appeared to stow in the up position as the A-7 moved toward the port deck edge. The pilot locked the brakes and corrected back toward the centerline, using nosewheel steering. The pilot ejected just before the attack bomber departed the angle deck and plunged into the sea. His trajectory brought him down on the edge of the angle, but an alert flight deck crew saved him from going over the side. The flyer sustained extensive injuries.



Grampaw Pettibone says:

Bust my batteries! I turned 10 shades of purple hearin' this one. Apparently, it was unclear during the brief whether the pilot was to make a touch and go. This started the problem. The misunderstanding with CATCC didn't help either. I agree that the hook light should have stayed on



when the pilot, in ISO, raised the handle. The pilot came out of ISO when he lowered gear and flaps but the hook problem remained: hook handle up, no light, but hook really down. So, there was an electrical problem. He did have a flashing approach light. Also, as best we know, the PC-2 system was OK. The problem here, plain and pure, was the pilot. His mind was dead set on a touch and go even after the cable halted his machine. He got hung up inside the cockpit with the hook handle position, kept the power on and continued to roll. "Stop and goes" are OK for helos and *Harriers*. But not A-7s on flight decks. We wasted an airplane here, folks. Add one more to Neptune's inventory.

#### Hide and Feather — Friend and Foe

It was dusk and the EC-130 was rolling down the AFB runway on takeoff. As the pilot rotated the nose, several deer scrambled into view attempting to cross the strip. The crew heard a thump but continued the take-off evolution and the flight. Upon landing after the mission, investigation revealed damage to the port main landing gear.

Next day, also at dusk, a second *Hercules* from the same outfit was executing the go portion of a touch and go at an East Coast air station when two of a larger number of deer traveling left to right across the runway impacted the nose landing gear. The pilots and crew drew the *Hercules*

to a halt, examined their machine, and discovered damage to both nose wheel landing doors.

An SH-2F was on a SAR swimmer jump training mission at night off the California coast. The *Seasprite* was in a 30-degree angle-of-bank turn at 60 knots, 200 feet above the water. Suddenly, the helo was in the midst of a flock of birds, one of which flew into the cockpit, struck the bulkhead above the pilot's seat and fell dead into his lap. There was no damage to the SH-2F.

At a southern air station, a *King Air* was making a touch and go when it slammed into a cow which had ambled onto the runway. The T-44's nose gear collapsed and the aircraft came to a stop 4,000 feet down the runway. The cow apparently got through a hole in the perimeter fence.



Grampaw Pettibone says:

Ole Gramps loves all creatures bright and small and a ring of bright water just as much as the next fellow. Unhappily, friends of the animal kingdom can be dangerous to aircraft and aircrew health. There ain't much we can do to predict the unpredictable behavior of stags, sparrows and the like, especially around airports with all their scary sounds and bright lights. But we can:

- Stress heads-up doctrines (aircrews).
- Strengthen animal control programs (C.O.s and airport managers).
- Read and heed "animal" warnings in FLIP pubs and submit recommended warnings accordingly (all hands).
- Mend your fences (C.O.s and airport managers).

#### Motley Medley

A civilian roofer was eating lunch under a tree when a helo approaching a landing pad loomed too close to the tree causing the trunk to fall on the workman, breaking his shoulder.

From the world of general aviation: An instructor waited under cover while his student preflighted their small aircraft in a downpour. The instructor manned up quickly and was advised by the student that the fuel tanks were full. After 45 minutes of IFR work, the instructor noted the fuel gauge needles close to the empty mark. He tapped the glass vigorously hoping the needles were stuck. They weren't. An immediate and safe return to the airport was made. What happened? The student had actuated a lever to drain a fuel sample. The lever didn't snap back into the closed position. You see, it was raining and...

The troops were working on an EA-6B. Both forward landing gear doors had been opened manually. A man fired up the hydraulic jenny, unaware that the two technicians were correcting a wiring problem in the starboard wheel well. A force of about 1,500 psi was applied to the *Prowler*. The door slammed closed, catching the technician on the right side of his face, severing his ear, and barely missing his shipmate who had just moved.



Grampaw Pettibone says:

I suppose the boys in Hollywood could make a comedy out of these tales. Sorry, Ole Gramps sees nothing but pain and unprofessionalism!

