

GRAMPAW PETTIBONE

Orion Siesta

An *Orion* pilot felt run-down before a scheduled 11-hour tactical ASW mission. He had little to eat that day and drank a can of soda before launch. While two other aviators flew the P-3B, the fatigued flyer slept during most of the sortie. Eventually, he was called to the flight station. While walking to the front of the aircraft, the pilot became dizzy and momentarily blacked out. He was administered oxygen and came around. After landing, he received medical attention and was released.



Grampaw Pettibone says:

Scorch my bacon! Don't know if this fellow was burnin' the candle at both ends or was tuckered out from long, hard hours of Navy duty. Either way he wasn't much of a crew member on this hop. The squadron C.O. noted that "each member of the team is responsible for maintaining his own



high standards of readiness." No quarrel with that. This pilot should've realized he had no business being on the flight. What good's a quarterback if he can't call the signals; a pilot if he can't alertly work the controls?

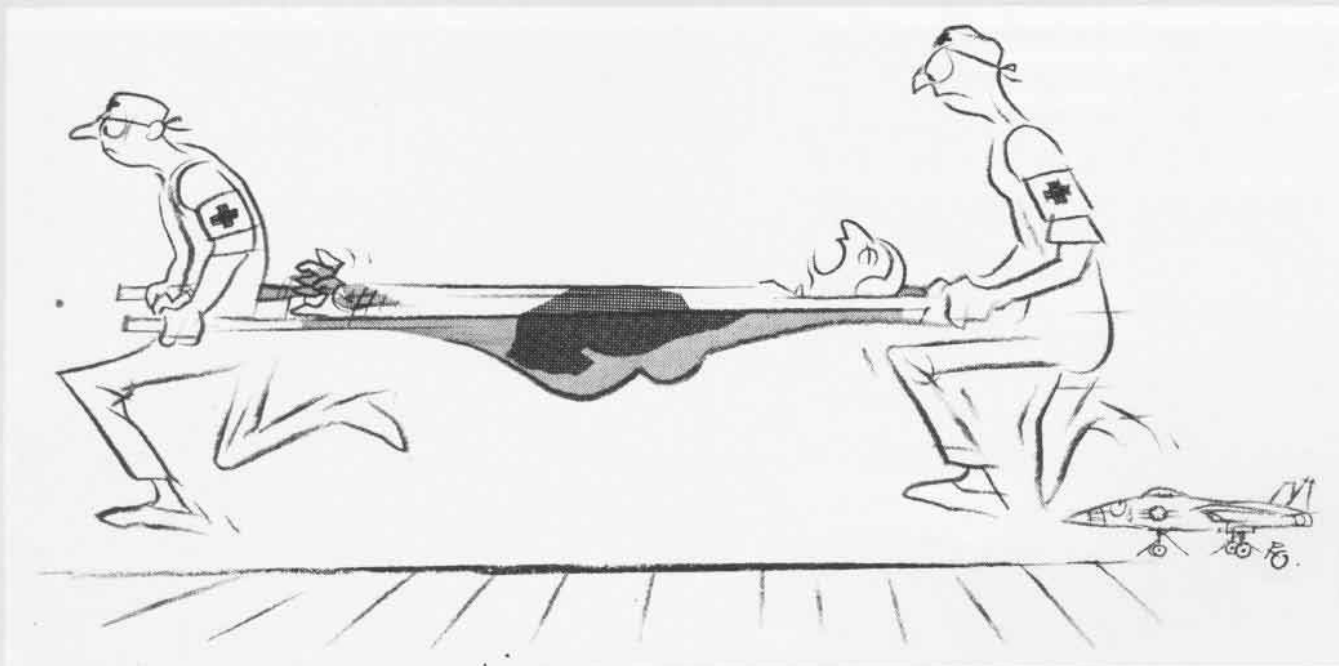
Troops, take every single flight seriously. There's no room in Naval Aviation for folks who don't believe that. If you can't give 100 percent, stand down until you can.

Odors and Boners

On climbout from a western NAS, the C-9B's loadmaster detected acrid fumes emanating from a pallet loaded with cruise boxes. He saw fluid pooled on the pallet and began sopping it up with towels. The loadmaster soon felt faint but shipmates revived him with oxygen. Upon landing, crewmen opened the cruise boxes and discovered a leaking container of "break-free" (MIL-L-63460B). It was neither packaged nor labeled properly.

Break-free is a petroleum distillate used for weapons maintenance, has a minimum flash point of 150 degrees F., and is designated a flammable liquid by NAVSUP 505 (*Preparation of Hazardous Cargo for Military Air Shipment*). Before the flight,





a squadron rep signed a statement certifying that the break-free was properly packaged and that the crew complied with the NAVSUP directive.

In the same cargo were tires inflated to nearly 100 psi, about twice the limit imposed by NAVAIRINST 04-10-506 which requires deflation to 50 psi or 50 percent of normal inflation pressure for air shipment.



Grampaw Pettibone says:

O.K., lads and ladies, we've all seen those editorial cartoons with doomsday clouds floating over waste dumps. You can almost feel the poison in the air. But those cartoons ain't meant to be funny and this fumin' fiasco aboard a Skytrain II don't make me laugh one bit!

Mix ignition with vapors from the break-free and nothing but disaster will follow. Somebody gave lip service to the regs and said they packaged the stuff the right way. 'Twasn't so. And I'm seein' similar reports at a growin' rate. Scary!

The tires? Same old story. There's an attitude problem here. I'll say it again: Carelessness can kill.

Brown-Shirt Ballet

An experienced plane captain with a sound reputation for professionalism and diligence was directed to clean the canopy of an F-14A spotted on the bow of the flight deck. Weather was normal for summertime in the North Arabian Sea – windy and humid with eight-foot sea swells. The plane captain wore his complete flight deck uniform including cranial helmet.

He climbed onto the port wing. Standing on the nonskid section, he cleaned the forward, port side of the canopy. He began to clean the aft portion while standing between the nonskid area and the fuselage.

The plane captain slipped and fell to the flight deck, landing in such a way that each leg straddled a tie-down chain. Medical personnel rushed to the scene and transported the injured man by stretcher to sick bay. He was hospitalized for five days.

Cause of the mishap was determined as personnel error in that the plane captain didn't exercise appropriate caution under the circumstances. Due to humidity and sea

spray, the aircraft was slippery. When he moved off the nonskid area, a fall was almost inevitable.



Grampaw Pettibone says:

Gramps has a special soft spot in the old ticker for those fellows in brown jerseys on the flight deck – the ones with backs bent from lugging heavy tie-down chains, and faces beaten by the heat and high winds that go with carrier flying. They're special people. We cannot afford to lose a single one of 'em.

I see many TFOA (things falling off aircraft) reports – hardware breaking loose from aircraft in flight. That's an ulcer-breedin' problem on its own. People falling off birds is another crucial matter needing special attention. Stories like this one have been comin' in too often.

Please! You plane captains out there, ashore or on the boats, don't take a single chance when working atop an aircraft. Use the nonskid area whenever possible. Supervisors, see that they comply. There ain't no comedy in straddlin' a tie-down chain the hard way.