GRAMPAW PETTIBONE

Train Your Crew

The PB4Y-2 was on top of a light overcast and started a let down to the gunnery area when the #2 engine began to smoke badly. The patrol plane commander ordered the #2 engine cut and feathered. Upon completion of this operation, he experienced great difficulty in maintaining speed and altitude. Power settings were increased to maximum and flaps were lowered slightly, as the pilot turned towards the coast line some fifteen miles away to try to find a landing spot.

A few minutes later when a water landing appeared imminent, the plane captain discovered that the mixture control for the #3 engine was in idle cut-off. The error was immediately corrected and the plane proceeded to base and effected a good three engine landing. Investigation revealed that the plane captain had cut the #3 engine while the co-pilot was busy feathering the #2 engine. He was trying to be helpful.

Comment:

Manipulation of the engine controls of the PB4Y-2 aircraft is purely a function of the pilots. A well trained crew is ready for every emergency and each crew member knows what his duties are. It is the responsibility of the patrol plane commander to maintain this state of readiness through frequent emergency drills. Technical Order #8-46 places some limitations on engine feathering drills, but they may and should be practiced (above 6,000 feet) often enough to maintain proficiency.

Snap Pull-Out

On his first dive bombing flight in the SBW the pilot neglected to set the tabs for his dive from 10,000 feet. At a speed of 325 knots he was forced to hold the stick forward to maintain his angle of dive. At release altitude he relaxed pressure on the stick and the plane executed a snap pull out that popped rivets and wrinkled the wings, wheel wells, and bomb bay doors, necessitating a major overhaul.

Grampaw Pettibone says:

If you want to live to be a dive bomber pilot who can hit what he aims at, you had better read Technical Note #72-44 and trim your plane for easy flying at release altitude. You can then hold on the target and ease your plane through a smooth pull out.

HORRIBLE MISTAKE DEPARTMENT

"Sirs:

In re Grampaw Pettibone's answer to Quiz Question No. 1 in the Oct. 1946 issue of Naval Aviation News—Please put me first on your list when you find an F6F whose *prop* turns up 2700 RPM for take-off—

THAT I WANT TO HEAR!

Resp'y,
Lt. Cdr. —"

Dear Sir:

You're number 14 on the list, but only because your letter had more travel time than some others. From the volume of mail and phone calls last month's answer to the question—"What does a tachometer indicate?"—created a roar much like the one you want to hear from your F6F. Thanks to you and all the other boys for keeping me on my toes. Tachometers indicate engine RPM except in engines with a direct drive to the propeller, in which case they, of course, indicate both propeller and engine RPM.

As ever,
G. P.

P.S.—As the years creep up on me, I have to rely more and more on you sharp-eyed lads. It's heart-warming, though, to realize that I still have a goodly number of intelligent readers who won't let an old man put anything over on them.

PV-2 Single Engine Ride

While on a routine ferry flight from Hutchinson, Kansas, to Grosse Ile, Michigan in a PV-2, a former NATS transport pilot encountered difficulty with the starboard engine losing great quantities of oil. Unable to pump sufficient oil from his auxiliary tank to keep the oil at a minimum level, he had to cut the starboard engine and feather the propeller. At this time the plane was flying along a short distance from Columbia, Missouri.

Lambert Field at St. Louis lay a little over 100 miles ahead on course and NAS Olathe, Kansas, about 125 miles behind. The pilot felt that a future take-off from the airport at Columbia might be difficult and with a good tail wind he elected to continue on to Lambert Field where he made a successful single engine landing without any further difficulty.

Grampaw Pettibone says:

I'm certainly glad that you were thoroughly familiar with the PV-2 single engine procedures and with the technique of flying this plane on one engine. My files include a good many cases of pilots who are not alive today because they did not know how to handle just such an emergency. I realize that you had to make a quick decision when you elected to continue on course to St. Louis and I do not want to seem too critical of the choice you made. I do feel, however, that it would have been safer to land immediately at the Columbia Airport. The paved runways there are over 3000 feet in length. While you would not have had much of a margin for error in a single engine approach, I think it would have been a little safer to land there rather than to fly a hundred miles farther to a larger airfield. There is always a chance of encountering trouble with the good engine at the power settings required for single engine operations, and it is usually the best bet to land at the first available airport.

"Dear Grampaw Pettibone:

"I am surprised at you. While your instruction for a correct and safe way to practice simulated single-engine landings is satisfactory, don't you believe that it would be better to get above six thousand feet and feather your engine followed by a trimming of the ship with the rudder and other tabs and noting their actual position? Upon completion of this operation, start

your engine and then cut your throttle to the manifold pressure that will give you the same trim that you obtained in the full feathered position. This was standard procedure used in the transition land plane training for *Liberators.*

"Like you, I am amazed that any competent pilot would feather an engine completely and practice actual landings.

Sincerely,
CAPTAIN ——, USN."

My dear Captain Blank:

The procedures you outline
Are more precise than mine,
And I gladly print your letter
Since it does the job much better.

But when you're as old as I am,
You will know the King of Siam
Can't be right on every item,
No matter how you fight 'em.

So I think you'd best disguise
This matter of "surprise."
There's another point of view
And I hold it to be true.

It's to do your gol durn best
And be grateful to the rest
Who help you in the quest
For further knowledge.

Sincerely,
Grampaw Pettibone.

No! No! A Thousand Times NO!

The pilot of an SNB was in his final approach to a landing when he noticed a strong cross-wind from the right. He was at about 50 feet and holding an airspeed of 85 knots. He attempted to correct for the cross-wind condition by using 30" of manifold pressure on the right engine and 15" on the left. With this variation of power settings, the right wing came up and the port wing dropped, throwing the plane into a skid. Before the pilot could correct the throttle settings, the plane stalled and struck the ground on the port wing. A fire broke out immediately and destroyed the plane. The pilot and passengers escaped without injury.

Grampaw Pettibone Says:

I've heard of "throttle jockeys," but this fellow is in a class by himself. I hope he copyrights this maneuver, so that no one else can use it.

Aching Back Dept!

Here's one for the fighter pilots who aren't too familiar with the proper use of the anti-blackout suit. While attempting to gain a good position on his opponent in a tactical exercise, a pilot of an F4U entered a steep climbing turn. His plane stalled out and entered a spin, from which he recovered after one turn.

As the pilot did not feel that anything extraordinary had happened to his plane, he engaged in some mild maneuvers before landing. Later a ground check revealed a wrinkled fuselage, popped rivets and a drooping horizontal stabilizer. Oh yes, the accelerometer read 11.5 G's!

Grampaw Pettibone Says:

ELEVEN AND A HALF G's! The accelerometer was put there to keep you and your plane out of trouble. And that anti-blackout suit was designed to keep you from greying out and blacking-out in those tight turns. The advantages gained by using these aids are obvious. All of you fighter pilots should use them as aids and not as something to help you pull the wings off your airplane, or wrinkle its fuselage. In the case above, our friend had very limited experience in the use of the "G" suit, and he was lucky that the plane held together long enough to get him back to his base. After all the wings aren't built to stand a pull of over 130,000 lbs.

Before using a G suit, read Flight Safety Bulletin No. 3-45 and learn the stress limitations of your aircraft.

WINTER SAFETY HINTS

Grampaw doesn't want any of his boys to end up in the Winter Flight Statistics File. Follow the Winter safety rules listed below and live to enjoy the Spring.

1. **Get all the weather information you can before every flight. Pay particular attention to safe altitudes to avoid icing conditions.**
2. **Learn the correct way to operate every piece of de-icing equipment on your airplane *before* you get in the air.**
3. **Immediately before take-off, check all flight controls for free movement and clear engines. Never take off with snow or frost on your airplane.**
4. **If you encounter instrument weather on a CFR flight plan, DON'T PUSH THROUGH. Land at the nearest airport where contact conditions prevail.**
5. **Know the runway conditions before you land. If in doubt ask the tower operator. Icy spots on the runway caused plenty of groundloops and nose-ups last Winter.**

TBM Loops on Take-Off!

During field carrier landing practice the pilot of a TBM made his third touch and go landing and started a take-off. Shortly after becoming airborne the stick assumed the full-back position and froze there. At this time the airspeed was about 100 knots; wheels were up; and flaps down. The pilot immediately rolled in full down tab and then tried to force the stick forward with both hands.

He had aileron control but could not move the stick forward. At this time the plane had completed about one-third of a loop, and the pilot pushed the throttle full forward and bailed out. The aircraft was at about 300-400 feet and approaching the inverted position from which it spun to destruction a few seconds later. The pilot was uninjured. Unfortunately the aircraft burned after crashing which prevented determination of the cause of this freakish accident.

Grampaw Pettibone says:

Congratulations, son. I'll take my hat off to any pilot who can get out of a spot like that with a whole skin. You sized up the situation correctly and acted fast. That's what it takes—and that's why you're able to tell about it today. This accident is really one for the books and you win this month's honors for alertness.

Swimming Ability Pays Off

If any of you fellows are still griping about the swim checkouts and castaway drills, you'll be interested in a report which Grampaw just received. It concerns an Ensign who bailed out over water after an engine failure during night formation flying. Although the other planes in the formation marked the spot and extensive searches were carried out all that night and the next day, the rescue planes were not able to spot the pilot. However, the hardy Ensign took care of his own rescue. With the aid of his inflated life jacket and plenty of what it takes, he SWAM ASHORE 14 HOURS LATER.