

GRAMP AW PETTIBONE

First Jet Landing

On 6 November 1945, while in the groove for a carrier landing, the pilot of an FR-1 noticed a rapid decrease in RPM and manifold pressure. Realizing he had little time to find and correct the trouble, he quickly started his jet engine. With the jet engine developing full power, he managed to complete the landing, but due to a faster approach speed than usual, the plane overshot slightly, engaging the last wire and the #2 barrier.

▶ **Comment:** Congratulations to this pilot for his quick thinking and skillful handling of an unusual emergency, that surely prevented a much more serious accident.

Another noteworthy fact about this incident is that, according to available information, it was the first jet power landing aboard a carrier. The British Navy reported a carrier landing by their *Vampire* (a purely jet-propelled aircraft) on 4 December 1945.

Bareback

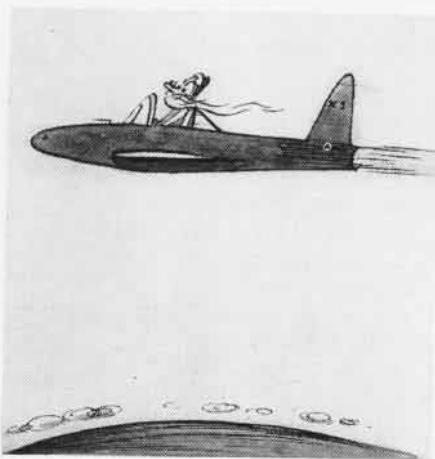
About 15 minutes after takeoff, the non-flying officer passenger of a J2F called the pilot on ICS:



"Is it all right to loosen the safety belt?"

"Yes," the pilot replied, "make yourself comfortable."

The passenger interpreted this to mean that he could unfasten the safety



belt and did so. A few minutes later at 1200 feet, the plane suddenly dropped in a severe downdraft, leaving the passenger sitting on his imagination outside the cockpit. Still clutching his microphone cord, he spent the next few minutes riding the fuselage bareback until the 'phone cord parted. Fortunately, he remembered to pull the rip cord. The parachute worked as usual and at last reports our friend, who learned about flying from this, was still shaking.

Grampaw Pettibone says:

Can't help pointing out something here. This incident may be amusing to some people now, but it wouldn't have been if there hadn't been enough altitude for the 'chute to open or if the passenger had been hit by the plane. To avoid nightmares of this sort, I urge you pilots to insure that non-flying passengers are thoroughly indoctrinated before giving them a ride.

My Happy Passenger:

In response to Grampaw's appeal last month for "near-accident" experiences, a young aviator dropped in the other day and told this one:

"I was taking off on an urgent extended flight. With full load of gas, a

couple of depth bombs and a heavy passenger (a member of our Allied Forces), my old OS just didn't seem to have enough pep to get off the water in time. The seaplane area was small, and being further discouraged by a row of tall hangars directly in the take-off path, I chopped the throttle and went back for another try.

"This time I knew I had to get off the water; each minute counted. I was going to use every bit of available area and as a further help, I shut both cockpit canopies to streamline the plane as much as possible. Then I started my second take-off.

"We were off the water and I could see we were going to make it over the hangars, with not much to spare, when suddenly there was a rush of air on the back of my neck and I realized my passenger had opened his canopy. The plane, already struggling valiantly, began to drop off in its rate of climb, due to the increased drag resulting from the open canopy.

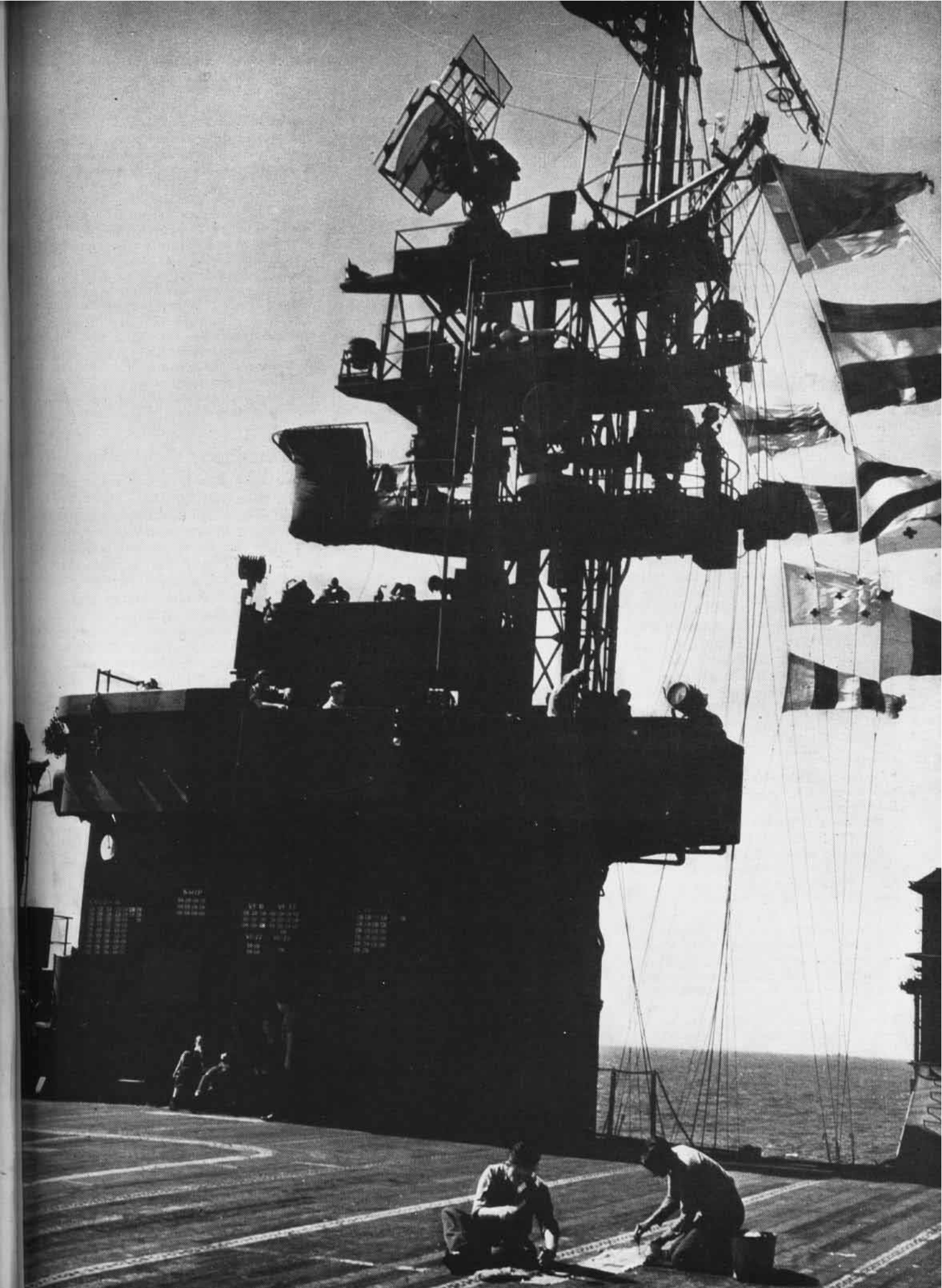
"I gestured wildly for my passenger to shut his canopy, but, as you know, the conditions in an OS aren't exactly ideal for putting over a pantomime. I was just reaching for the interphone when I realized that the guy was French and couldn't understand a word of English. I managed to catch a glimpse of his face and I'll never forget his expressions, enjoying the ride and totally unaware of the critical situation; he had a big happy smile all over his face. By this time those hangar doors looked like the gaping mouths of hell and I was scared stiff. To this day I don't know how we made it, but we did and I haven't been the same since that experience.

"Believe me, after that, whenever I took up *anybody*, I made damn sure they were indoctrinated as to what to do and particularly as to what *not* to do."

INDEPENDENCE TO SERVE AS ATOM BOMB TARGET

THE DAYS of battle action, of roaring planes taking off to strike Japanese targets, of vigilant radar and lookout searches for Kamikaze attacks are past. Aircraft carriers of today either are doing Magic Carpet duty bringing home overseas veterans or are settling down to a slower pace. More attention can be paid to safety measures and proper repairs, such as are being done by crewmen of the Independence, calking up new planking to re-

place some dug up by an errant Hellcat. Still emblazoned on the island are the battle records of the Independence's squadrons—VF-6, VF-22, VF-33, VC-22, CVLC 41 and 46. Flag hoists give turn and speed orders. The Navy recently announced the selection of the Independence as one of the targets for the atomic bomb test. Seven times during the war bombs hit the "Mighty I's" deck and bounced off. Will she weather the atom bomb too?



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An Emergency during a night landing approach forced this pilot to take a wave-off. His airplane flew into trees. The picture testifies as to violence of the crash. *The pilot lived because his shoulder straps were tight!*

An Aid to Memory:

The following pilot's statement is quoted from a recent AAR:

"I was in my final approach when the tower called and said the runway had been changed to 8L. I had already lowered my wheels but raised them in order to go around again. I forgot to lower them for my second approach and landed wheels up.

"There is no excuse for my own carelessness, but I do want to mention that this plane did not have either a landing or take-off check-off list. I noticed this fact when I was getting ready to taxi out for take-off, but due to my familiarity with this type plane I did not hesitate to make the flight. However, if the check-off list had been installed, the accident in all probability would not have happened, as I always go over the list before every landing and take-off."

► **Comment:** This plane should not have been accepted for flight until a check-off list was provided.

To forget is human. That is why Article 6-110 in BuAer Manual requires that landing and take-off check-off lists be provided in all naval aircraft and that pilots follow these lists carefully in their given order to insure that all steps are performed.

When check-off lists are made up, it is highly important that the arrangement of items be in logical order as to normal sequence of control operations. Unfortunately, sufficient thought and attention has not been given to this subject by flying and maintenance personnel. For instance, in many airplanes the first item on the landing check-off list is "Landing Gear". While this item is of paramount importance, it properly is not the first landing preparation. The sequence of landing preparations logically is dependent upon the speed of the airplane. Therefore, it is believed that the landing check-off list should be arranged and grouped in that order, namely:

- (a) Those preparations which can be made at cruising speeds as the plane approaches the landing area.
- (b) Those preparations to be made at slower

- speeds while circling the landing area.
- (c) Those preparations to be made in the final part of the approach.

A sample landing check-off list is as follows:

- | | |
|-------------------------|------------------|
| (a) Gas (best tank) | (b) Landing gear |
| Mixture | down |
| Supercharger | Hood open |
| Armament | (c) Propeller |
| Tail-wheel | Flaps |
| Carburetor air | Shoulder straps |
| Hook down (for carrier) | (tighten) |

The take-off check-off list also should be arranged to provide for the normal sequence of preparation.

A proper organization of all check-off items would eliminate the present tendency of pilots to skip over certain items (and later forget them) in order to conform to the natural sequence of preparations. The latter is believed to have contributed to many accidents.

Get That Stick Forward!

As an FM-2 was turning into the groove for a carrier landing, the engine sputtered and then stopped. The pilot failed to get the nose down in time to avoid a stall and the aircraft spun into the water. The pilot was not recovered. Apparently he was knocked unconscious or killed on impact and went down with the plane.



Grampaw Pettibone Says:

This is only one of a number of recent similar crashes following engine

failure. Some pilots seem to have forgotten the old cut-gun emergency drills in primary when: "get that stick forward" was beaten into their heads. Well, the reason we had to learn this drill letter perfect was in order to instill in us such a deep concern over flying speed that under any emergency, no matter how unexpected, we would guard against a stall. Now, it doesn't make sense if we learn something that well, and then forget it when the lesson would really pay off; does it?

If you have to make a forced landing the important thing is to make a good one. Even in extremely rough water or terrain, you stand a very fine chance of escaping without injury if your plane lands in normal landing attitude and your shoulder straps are tight. But if you spin in during your approach, your chances are pretty slim. Remember, if you are at low speed and your engine sputters or cuts out, *get that stick forward and keep flying speed.* The lower the altitude, the quicker your reaction must be.

Common Enemy

We have heard of man's common enemy—the housefly. It's a pretty sure bet that he is not a vicious character. He really didn't mean any harm when he walked on baby's spoon; he didn't intend to kill baby with typhoid. He was just flying around and happened to get in the house after having such a good time in the barnyard.

Well, in aviation we have a less subtle but a deadly common enemy—the flat-hatter! A flat-hatter is a thoughtless, egotistical ingrate who either occasionally or habitually endangers the lives and property not only of himself, but, and this is far more grave, those of harmless by-standers. In most cases the flat-hatter has dependents who are absolutely innocent of his crimes but who pay dearly when he is court-martialed or is killed in a flat-hatting crash. Besides the immeasurable mental anguish they must bear, the law decrees that no death benefits will be paid if the deceased's death is held to be as a result of his own misconduct and not in line of duty.

Frequently, flat-hatters selfishly endanger the lives of passengers for whom they are responsible. There are all kinds of tragic cases on record in official files. One such case describes a member of the worst species of our "common enemy"—the *habitual* flat-hatter:

"Immediately after take-off the pilot pulled his old stunt of buzzing the field. In so doing, his wing struck a radio antenna, causing the plane to go out of control and to crash in flames. Both pilot and passenger were killed. The passenger was on emergency leave, returning home to his wife, who was having a baby."

GET THE IDEA, FLAT-HATTERS?

GRAMPAW'S SAFETY QUIZ



1. When flying CFR at an altitude of over 700 feet above the surface or terrain, what is the minimum distance you must keep from clouds:
 - a. In airport traffic zone?
 - b. Elsewhere?
2. What is the minimum visibility under CFR for flight over 700 feet:
 - a. Inside control area without traffic clearance?
 - b. Inside control area with traffic clearance?
 - c. Elsewhere?
3. If, while you are assigned as pilot of an aircraft, a higher ranking aviator comes aboard as passenger and thereafter demands to fly the plane, should you give in to his demand in favor of his rank?
4. Are all commands operating aircraft required to maintain complete files of Technical Orders and Technical Notes?
5. What is the main difference between a Technical Order and a Technical Note?

Answers to Quiz on Page 40