



GRAMPAW PETTIBONE

Good Head

An F-3B (F3H-2) was launched from a carrier off the East Coast during a post deployment fly-off. Immediately after launch, the pilot discovered that his nose gear would not retract. As he turned back toward the ship, the fire warning light came on. All engine instruments appeared normal and a visual check of the aircraft failed to indicate a fire. The fire warning light went out after approximately five minutes and the pilot elected to burn down external fuel before shooting an approach. While orbiting, waiting for burn-down, the pilot noted the fire warning light flickered, then came on steady. The fuel gauge went to zero and the cockpit filled with light smoke, but there was still no external indication of fire. All engine instruments appeared normal.

At this time, the pilot decided to jettison his external stores and recover immediately. As he rolled into the groove, he noted that full power would not hold the aircraft on the glide slope. He also noted that the nozzle indicator showed the nozzles were partially open and that the TOT was about 50 degrees below full military. The AC control circuit breaker

was pulled with no apparent effect.

The fire warning light continued to burn and the cockpit was filled with smoke. But rather than take it around and make a modulated afterburner pass, the pilot maintained glide slope and airspeed by selecting, then deselecting, afterburner twice.

A normal landing was accomplished with an estimated 3000 pounds of

another Real Pro!



fuel aboard. After shutdown, an after fire resulted but was extinguished with no further damage to the aircraft. Post landing investigation revealed the most probable cause of the fire and partial power loss was an engine hydraulic system leak.



Grampaw Pettibone says:

Well, pop my buttons, that's really usin' the ole noggin!

The aircraft was pretty severely damaged by fire, but this lad certainly had nothin' to do with it. He just calmly analyzed his hot problem and dealt with the hairy situation like a real professional. You just can't beat that kind of airplane drivin'.

I'm a great believer that NATOPS is the greatest thing since bubble gum, but nothin' will ever replace this kind of headwork. It's a pleasure to add another name to that "Real Pro" list.

Hot Start

A pilot blasted off on a bright summer day in a T-1A from an East Coast air station for a short x-country to a New England AF base. He enjoyed the uneventful flight and landed at his destination as planned. Everything seemed to be going along in a routine manner until he discovered he had overlooked the fact that a T-1A starter was not available at this particular AFB.

Not to be outdone, this intrepid airman elected to attempt an air start from another jet aircraft. The starboard intake of the T-1A was positioned in the jet exhaust of an Air Force T-33 and a start was accomplished. The pilot then flew his T-1A back to home base where it was discovered the aircraft had been damaged as follows: paint blisters in vicinity of starboard intake; starboard leading edge intake burned; insulation burned from electrical wiring in plenum chamber. Approximately 20 man-hours were required to repair the aircraft and get it in an UP status.

ILLUSTRATED BY *Osborn*



It's what's up front that counts!



Grampaw Pettibone says:

Now doesn't somethin' like this really gall you! This guy just blasts off on his merry little way without so much as even checkin' the Enroute Supplement for the equipment and services available at his destination.

It's darn hard to believe that grown men will pull tricks like this, but I'll have to admit your ole bearded buddy ain't too surprised at anything that happens in aircraft any more.

Two's a Crowd

A flight of three A-4C's completed approximately eight napalm runs on their assigned target and joined in a loose vee for return to home base. During the bombing runs, each pilot used his formation position number (#1, #2, and #3) for reporting his position in the pattern and joined in the same relative position at 17,000 feet for the return flight.

The flight remained in a loose vee during letdown. When approximately five miles out at an altitude of 5000 feet, the flight leader gave his right wingman (#2) the signal to cross under to form a left echelon. Although the left wingman (#3) did not get the echelon signal, he knew they were approaching the field and moved out to make room for #2. At this time, #2 began his move from the right wing position to the left and suddenly realized that he was crossing too fast. He decided to take his aircraft below and to the outside of the #3 aircraft.

When the #3 pilot saw the #2 pilot move below and to his left, he assumed that he wanted the #3 position, so he began closing in on the leader's left wing to fill the vacant slot. As #3 was moving into position on the leader's wing, he felt a burble on the left wing and figured the #2 pilot was flying a close parade position but did not look to the left as he assumed the #2 pilot had joined on his left wing. In a few seconds, he felt another left wing burble, followed by a very hard jolt. The aircraft immediately rolled to the right. The controls were ineffective and the pilot knew he had to leave the aircraft. He hesitated until the aircraft completed the roll, then ejected and his chute blossomed about 200 feet above the ground and he

landed, fortunately, in an open field.

The #2 pilot who had taken his aircraft below and to the outside of #3 started back to the #2 slot after regaining control of his closure rate. He kept the #3 aircraft in sight until passing below him, then shifted his attention to the lead aircraft and continued to move into position. At about this time, he also felt a hard jolt which threw him against the right side of the cockpit. The aircraft immediately entered a violent right roll and the pilot attempted to counter the roll with his

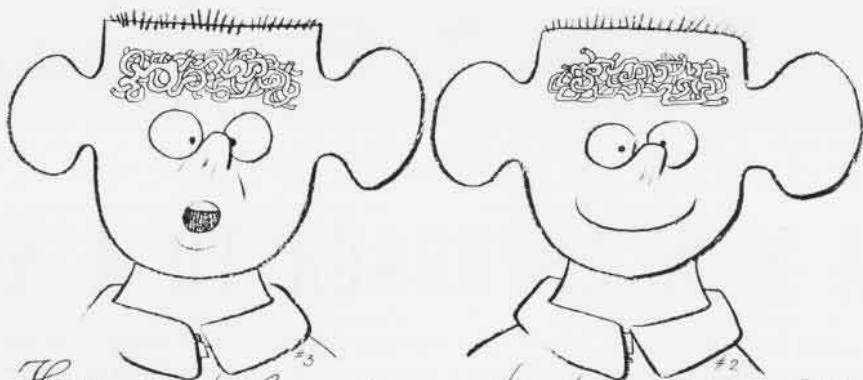
medical personnel reached the scene in a matter of minutes and rescued both pilots. The #2 pilot was seriously injured, but the #3 pilot was released from the hospital the next day.



Grampaw Pettibone says:

Great Land o'Goshen! How hairy can it get? It's just down right impossible for two aircraft to occupy the same airspace. These lads proved it again—the hard way.

There are a lot of pretty sharp people workin' on reducin' the mid-air potential, but more rules and



They must be using intertwined spaghetti for BRAINS!

left hand while reaching for the alternate handle as he was still wedged against the right side of the cockpit and canopy.

The aircraft was now in a tight spin. It was extremely difficult for the pilot to raise his right hand to the curtain. The pilot did not recall seeing any sky during the spin and, by the time he pulled the curtain, the ground looked awfully close. The first pull on the curtain only fired the canopy but he felt the seat fire on the second pull. By the time the chute blossomed, he could see his aircraft burning on the ground in front of him and, at first, thought he would land in the wreckage. Instead, he landed in a tree only 30 feet from the burning aircraft. He released his rocket fitting, disconnected his oxygen mask and collapsed to the ground. As the fire was so close, the pilot attempted to crawl away but was unable to move, owing to injuries he had sustained.

Two helicopters with rescue and

tighter controls won't prevent a thing like this. Formation procedures are just about as old as the flyin' machine itself. When a flight is briefed so everyone knows exactly what is goin' on, there is only one reason for this type of mess and that's poor head-work.

This one proves without a doubt that there is no substitute for that safety device between your ears.

Memo from Gramps

Great goin' to the crews of the *FDR*, *Intrepid* and *Iwo Jima*! That Flatley award is not easy to come by, and you guys had to be good to win with the kind of competition you had breathin' down your neck. Ol' Gramps salutes you.

Now don't crack too many arms patten' yourselves on the back, 'cause you're operatin' in really fast company. You can bet your last chip that there are several other crews bent on the idea of takin' that big, beautiful award away from you about this time next year. So, on your toes!