



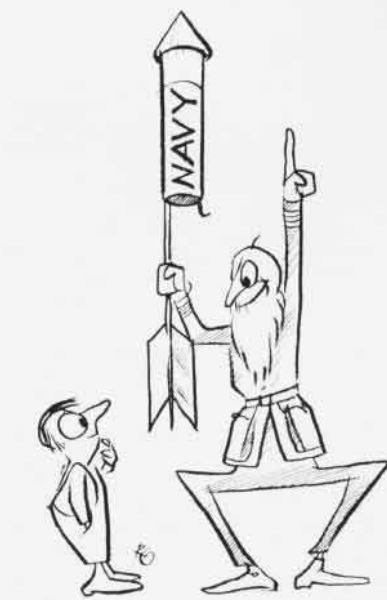
GRAMPAW PETTIBONE

Gear Grabber

A flight of three F-8's was scheduled to participate in an air intercept exercise. The pilots were briefed for a 1400 VFR departure, carrier type rendezvous and simulated instrument recovery. Individual takeoffs at maximum thrust with 1,000-foot intervals were also included in the briefing.

The pilots manned their aircraft. After they had performed routine checks, the flight was cleared to the duty runway. The flight leader took the right side of the runway and the remaining two aircraft lined up in the left echelon. The pilot in the number two position waited until the lead aircraft was almost airborne, then released the brakes and began his roll.

The takeoff appeared normal until the aircraft reached the point of transitioning to flight. While the airplane was still in a flat attitude and just before becoming airborne, the pilot retracted the gear. The landing gear doors contacted the runway and the aircraft immediately assumed a nose-high attitude and rolled slightly to the right. The pilot immediately lowered the nose; both vertical fins and center keel contacted the runway, producing a shower of sparks and a curtain of brilliant yellow flame. After skidding approximately 1,000 feet, the aircraft entered a steep climb to an altitude of 300-400 feet. The pilot lowered the wing during climb and the aircraft seemed to plunge back



toward the runway, but a recovery was made and rendezvous with the leader accomplished.

After climbing to an altitude of 3,000 feet, the flight leader instructed the pilot to lower his gear. All three came down normally with good indications. The flight leader then visually inspected the damaged F-8 and advised the pilot to prepare for an arrested landing.

The wing was raised, fuel dumped and hook lowered for an LSO-moni-

tored field arrestment. A normal mid-field arrested landing was made and after shutdown the pilot unstrapped and left the aircraft.



Grampaw Pettibone says:

Sufferin' catfish! This lad got a real expensive but fortunately non-fatal lesson on the dangers of pullin' up the rollers before the bird decides it wants to fly.

It's hard to tell exactly what this young gent was tryin' to prove, but I don't think there's a doubt in anybody's mind that he's not half as sharp as he thinks he is.

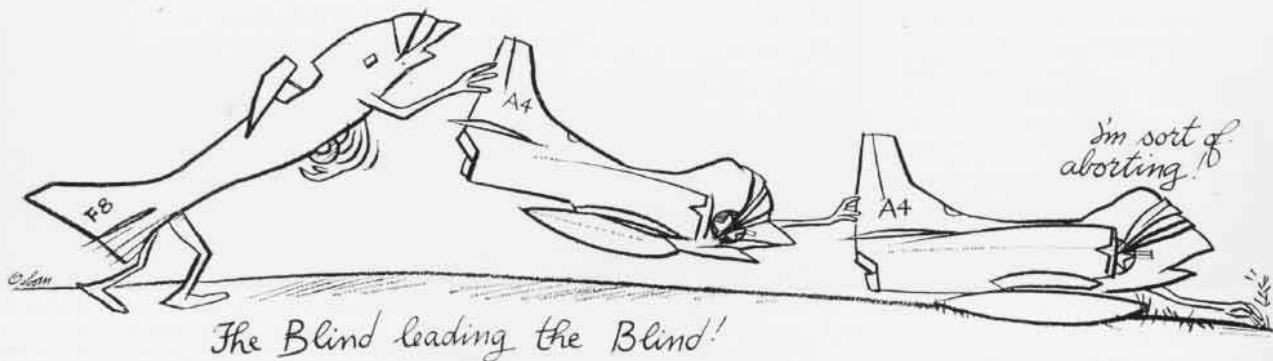
The F-8 NATOPS is mighty clear on procedures and to just plain ignore the good book is downright foolish. Luckily, this lad got away with this stunt without clobberin' himself or bustin' the bird, but he sure got himself into a good position to do both.

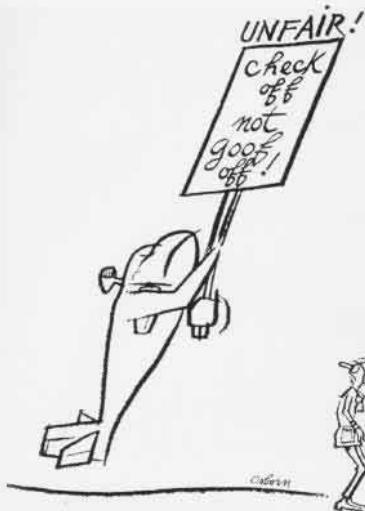
If this lad don't straighten out and get with it, some day he's gonna rush out and "buy the farm."

Abort

Two A-4 pilots filed an IFR flight plan, after receiving a weather briefing, for a night flight back to their home field. The section leader briefed his wingman for a section takeoff because visibility was reduced by haze.

Pre-flight, start and taxi were normal. After both pilots copied the IFR clearance, they were cleared to the runway for takeoff. The section leader got an O.K. from his wingman and





Memo from Gramps

In a few weeks now, the winners of the CNO Aviation Safety Awards for fiscal year 1965 will be announced. As the old year fades into history, it appears to me that this is a real good time for all of us connected with Naval Aviation to ask ourselves the question: "Just how much did I contribute to the READINESS of my squadron THROUGH SAFETY?"

Starved S-2

Two young TS-2A pilots on a cross-country training flight departed a Gulf Coast NAS late one afternoon for the return flight to their home air station. Things progressed uneventfully for nearly two and one-half hours and then the port engine began backfiring.

Things evidently became pretty confused about this time, because neither pilot remembers exactly the steps they took for the next few minutes. They do know that a portion of the engine exploded through the cowling before they could get it feathered.

The pilot reported his trouble to the Center and received a clearance and vector for a GCA at a nearby Air Force base.

Just after turning to the assigned heading inbound to the AFB, the copilot noted the power on the starboard engine to be 2000 turns and 32 inches. After the pilots checked the prop control and throttle and found them both full forward, they knew they were losing that engine too. The pilot advised approach control that he had lost both engines. After being told that he was still 15 miles from the AFB, he started look-

ing for a place to put the s-2 down.

The pilot was aware he was near a city by the lights he could see. After lining up to one side of a highway, he selected a darkened area that he figured was a plowed field. Actually it was the city reservoir.

At an airspeed of about 95 knots and an altitude of 100 feet, the landing gear was lowered. On impact the aircraft immediately flipped inverted and water rushed in. With mud and water rapidly filling the cockpit, both pilots released their lap belts and shoulder straps, then made their way to the main entrance hatch. They both stepped out on the wing uninjured and were soon picked up by a helicopter from the AFB.



Grampaw Pettibone says:

Sufferin' catfish! These lads worked like beavers to booby-trap themselves and did a darn good job of it. Material failure of the number 8 cylinder in the port engine caused the emergency, but it sure didn't cause the accident.

Things must have been awfully confused in that cockpit for both lads to ignore the check list completely and trust everything to memory. With 6000 feet to play with and the bad engine safely secured, just what was so pressing that the emergency check list couldn't be used to insure that things were squared away as they should have been?

These little airplanes are pretty trustworthy beasts, but they'll rebel everytime you shut off that supply of go juice to the power pack. I'll just bet there were a couple of red faces when the accident investigators found the starboard fuel selector in the OFF position. Just wonder if these fellows ever heard this one: "The hurrier I am, the behinder I get."

both aircraft started the takeoff roll.

When the section leader reached a speed of 95 to 100 knots, the canopy left the aircraft. He immediately called, "Aborting takeoff," came around the horn and started braking.

The wingman was concentrating on the lead aircraft to maintain position. After rolling about 2,500 to 3,000 feet, he noticed that he was pulling slightly ahead, so he reduced power to approximately 96%. He soon became aware that the lead aircraft was aborting his takeoff. As he was not sure of his position on the runway, he decided to abort also.

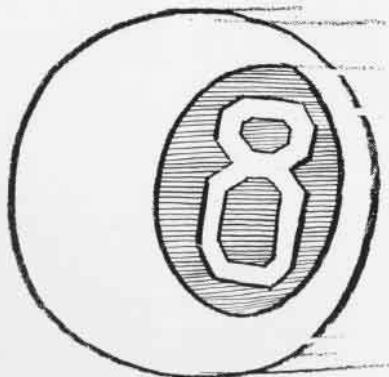
The wingman closed the throttle, dropped the hook and applied maximum braking, but was unable to stop the A-4 on the runway. The aircraft left the over-run, rolled down an embankment, through a barbed wire fence and across a boundary road, shearing the nose gear. The aircraft finally stopped with the nose and probe embedded in an embankment on the opposite side of the road. The pilot abandoned the burning aircraft uninjured and the crash crew quickly extinguished the fire.



Grampaw Pettibone says:

Great jumpin' Jehosaphat! There's no way to take the monkey off the wingman's back for bustin' up the bird, but the section leader sure gets a big assist.

The flight leader elected to lead a section takeoff at night, in marginal weather, with a weak radio, without properly briefing his wingman. Now, that's really askin' for it.



Colborn

