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Applicant Exhibit YYY
Rec'd 4/11/02
Cole, Jack

Docket No. _____ Official Exh. No. YYY
 In the matter of PFS
 Staff _____ IDENTIFIED _____
 Applicant RECEIVED
 Intervenor _____ REJECTED _____
 Other ~~_____~~ WITHDRAWN _____
 DATE 4-11-02 Witness _____
 Clerk J. Henderson

From: Francis G Woods [francisw@juno.com]
 Sent: Wednesday, March 13, 2002 1:21 PM
 To: wboyne@cqi.com
 Cc: Gilford_G_Robinson@mail.dbf.state.fl.us
 Subject: Help for a Good Guy

The request for info on pilots trying to avoid causing death and destruction on the ground the risk of their own safety was passed to me by Gil Robinson, USMC (forever).

My name is Frank Woods, retired naval aviator (1978). I flew primarily carrier aircraft, including fighters (F3H) and recce (RASC). I have two instances that might be on interest.

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When I was in the RAG (replacement air group) for the F3H at Miramar Naval Air Station in 1961, a fellow student (sorry, don't recall the name) had, I believe engine problems in the landing pattern. He had sufficient time and altitude to eject but because of the proximity of a grade school, he chose to ride it in and steer away from the school yard.

My recollection is that he just missed the school but no one was injured but the pilot who was lost. I believe the school was renamed after him.

The second instance is one of my own. This time it was the RA5C "Vigilante" RAG at NAS Sanford, FL. It occurred on my very first flight in the Viggie in 1966. The Vigilante is (there are still a few in museums) a two seat (pilot and reconnaissance attack navigator (RAN)), very large, two engine (J79), carrier aircraft, converted from attack bomber (A5A) to recce (RA5C). Since there are no flight controls in the rear seat, the policy was to start new pilots off by themselves with an experienced pilot in a chase aircraft. Shortly after takeoff I had a generator malfunction. Procedures were to terminate the flight and land since the generator constant speed drive used engine oil and the failure could be indicative of something more sinister (like and oil leak). After dumping lots of JP4 over the swamps around Sanford, I entered the pattern for my first landing on what was not an overly long runway. Since no other indications of problems had developed, the chase and I decided that a touch and go was a good idea to make sure I had good speed

control etc. Well, on the go around, just as I turned downwind at about 500', the starboard (right to USAF) nozzle failed open, essentially making that engine useless for flight. This occurred because the nozzle also used engine oil for operation. This should not have been a problem except I forgot to put the flaps to 30degrees, which was necessary for single engine flight. I selected afterburner on the good engine, almost immediately, I got a fire warning light (cooling doors didn't function), the airplane was not flying single engine (flaps!!) like the book said it

would and I was losing altitude. The area below the aircraft was residential so I was looking for somewhere to go. I saw what turned out to be Crystal Lake in front of me. While all this was going on, I heard a voice from the chase plane say "flaps" and I took the belated action. I was still losing altitude and decided I had better depart the increasingly noisy cockpit (all the warning lights and buzzers were active). I was still over houses so I delayed ejecting. When I reached the lake, I pulled the nose up, and checked my altitude....175'.

Ejection would have probably been successful but before I pulled the curtain, the aeronautics had finally caught up and the plane started to climb. Since my noise was pointed up, I now had the aircraft in the proper configuration for single engine flight and I was in burner, I

zoomed to 4000', "calmly called the tower and landed uneventfully.

I was consciously delaying ejecting for fear of hitting someone on the ground. You definitely have time to consider such things even under stress.

Don't know whether the above is of help, but I enjoyed writing it down.

Regards,

Frank Woods
Orlando, FL