

**WEATHER**

**SUNNY WEEKEND:**  
Clouds and possible showers will give way to clear skies for the weekend.

See A-2 for forecast

# INYO REGISTER

Eastern Sierra's Home Newspaper Since 1870

**INSIDE**

**SLUMP ENDS:**  
The Bishop boys baseball squad broke out of a season long slump, whipping Mojave. See B-1 for details

121st Year—Issue No. 56

Inyo County, California Friday, May 8, 1992

Fifty cents

**HAIWEE**

## DWP opts to comply, anglers say they'll fight

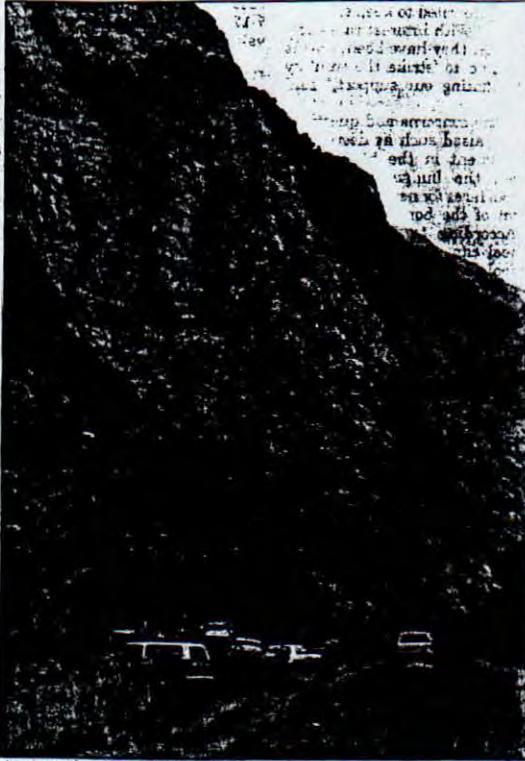
By Ted Geltner  
Inyo Register news staff

Unless notification is received from the State Department of Health reversing its decision, Haiwee Reservoir will be formal-closed to fishing by the Los Angeles Department of Water and power within two weeks. That measure is being proposed, however, by the Owens Valley Warm Water Fishing Association, the organization which took legal action to open the reservoir last summer. The Department of Health allowed fishing in the South-Inyo County reservoir last week, due to the inadequacy of a fishing plan filed by DWP. According to DWP spokesman Chris Plakos, the agency has contacted the Inyo County District Attorney's office to tell them the health department's decision, and to ask for help in opposing it. He said the agency is attempting to follow state fish game codes in putting the area into effect.

Plakos took exception to the health department's assertion application filed by DWP was much later than it should of. The agency had begun working on the application last month, he said, and it was a consuming process meeting the needs while not disturbing the environment around the reservoir.

"I said no guidelines were set by the health department in preparation of the document, making it difficult to fore-see the many requirements which were unfulfilled. We have no problem doing any of the things requested (by health department)," Plakos said. He added the most difficult part will be the California Environmental Quality Act orders. According to president Bob Ber, the OVVWWFA considers a closure by DWP and the health department illegal, in violation of the California Constitution and California Fish and Game Code. He said the association is working with the Department of Fish and Game and California Senator Bill Leo, who represents Inyo County, to get Haiwee re-

HAIWEE, page 2



Inyo County Sheriff's deputies, Inyo National Forest and California Department of Forestry personnel look up at the possible point of impact for a FA-18 military jet that crashed in Marble Canyon Thursday morning. The plane apparently struck the ridge of the canyon (black area on right) as it was weaving through the canyon. One witness said the ridge caught on fire after the plane struck it. Inyo Register Photo by Paul Ewell

## DWP LATE TAXES

### Collector awaits word on any possible appeal

Though the Los Angeles Department of Water and Power has made public its plan to appeal an Inyo County tax penalty, they have made no contact with county officials since the penalty was assessed.

A \$333,407 penalty, 10 percent of the amount owed, was assessed by Inyo County Tax Collector John Treacy last month, after Los Angeles failed to pay their property tax installment by the required date of April 10. L.A. now has until May 15 to respond, or its \$3.2 million late payment will be returned. A payment to include the original property taxes plus the penalty would then be due by June 30. Treacy said he fully expects to hear from L.A. officials before the May 15 date is specified, but

he had also anticipated hearing from them before now. The original L.A. tax payment is currently impounded, and is accruing interest for Inyo County.

He said any response other than a payment of the penalty by L.A. would constitute an appeal.

DWP general manager Dan Waters has said the department plans to see if the tax penalties can be appealed or applied to joint projects between DWP and Inyo County.

The power to decide an appeal lies with Treacy. The only option past that, he said, is to take the matter to court. Since DWP has been discussing how the penalty funds should be budgeted after payment, Treacy said it seems as though the agency is leaning against legal action.

## MARBLE CANYON

# Navy fighter plane crashes, killing pilot, igniting fires

By Ted Geltner  
Inyo Register news staff

An Navy FA-18 Hornet Strike fighter crashed 10 miles southeast of Bishop Thursday morning, killing the pilot of the jet. The plane went down at about 2:30 a.m., in the vicinity of Marble Canyon, southeast of the Bishop Airport in the White Mountains, near the Grandview Campground area.

Originating from the Naval Air Station at LeMoore, 40 miles south of Fresno, the plane was flying on a routine training mission, said LeMoore spokesman Dennis McGrath. According to a motorist in the vicinity of the crash, the pilot apparently flew into the canyon rock wall while trying to navigate through the canyon.

Inyo County Sheriff's Department officials were the first to arrive at the scene, 35 minutes after the crash. According to Lt. Jack Goodrich, upon arrival, deputies noted debris from the crash for about a one-mile radius throughout the canyon, along with numerous spot fires resulting from the crash burning in the area.

Sheriff's deputies were able to locate the pilot and confirm the fatality. The name of the pilot was not released, pending notification of the next of kin.

U.S. Forest Service and California Department of Forestry personnel arrived shortly after the sheriff's department, in order to contain what had become a 1/4-acre fire, said Forest Service spokesman Kate Preciado. Three Forest Service fire engines and an Owens Valley Conservation Camp crew were dispatched to the site.

Goodrich said the fires came under control fairly easily due to the rock surroundings in the canyon.

A military helicopter arrived on the scene about one hour after the sheriff's department responded, Goodrich said, and military aircraft were flying overhead for some time after the crash. A team of 30 military officials from the China Lake Naval Weapons Center was dispatched to Bishop after the crash, Preciado said.

According to McGrath, a Navy investigation of the incident will begin immediately. Results will probably not be available for some time, he said.

McGrath said the Owens Valley is regularly used as a military training area for the Navy.



Dr. Michael Phillips (right), first witness at the scene of the FA-18 military plane crash Thursday, tells what he saw to a pair of search and rescue officers from the China Lake Naval Weapons Station in Ridgecrest. The two flew in by a navy helicopter about an hour after the crash. Due to the immediacy of the situation, their names were not readily available. Inyo Register Photo by Paul Ewell

## Local family saw jet's final moments

By Paul M. Ewell  
Inyo Register news staff

What seemed like a "Top Gun" movie stunt, ended in tragedy, said Dr. Michael Phillips, first person at the scene of the FA-18 military fighter plane crash in Marble Canyon.

Marble Canyon is about 10 miles southeast of Bishop.

Phillips, a doctor at Northern Inyo Hospital, together with his wife, Gloria, and daughter, Shayne, were traveling east along a dirt road in the canyon when the plane blew past them. Phillips estimated the planes was about 150 to 200 feet above them.

Thrilled by the magnificence of the plane flying so low and maneuvering so swiftly, Phillips said, "How's he going to get out of this canyon?"

According to Phillips, the plane rolled its left wing over about 90 degrees to negotiate a left turn in the canyon. He noted white vapor spewing out of the wing as the plane made the turn.

They then lost sight of the plane. A few seconds later, as

they continued through the canyon, they saw white smoke. They were not able to see the actual crash, but said when they arrived at the scene, they saw the tip of the canyon ablaze.

Thinking there may be survivors, Phillips arrived at the site about seven minutes later to possibly help them. "We didn't see anybody eject from the craft," said Phillips.

"We never even heard the crash because the thunder of the jet was so loud throughout the canyon," he said.

Phillips proceeded to a high spot in order to get a total view of the crash. He described the scene as one similar to someone tossing pieces of metal ranging from the size of small stones to a basketball backboard, all throughout a portion of the canyon.

Fires were abundant all over the hillside, along with explosions rocking the canyon, said Phillips. Between seven and nine minutes later, a civilian aircraft was spotted over the site. Afterward, two military jets were seen in the area.

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## 6. ADDITIONAL REQUIREMENTS

## Note

a. Except when necessary for takeoff and landing or when the mission of the flight requires otherwise, flights in fixed-wing aircraft shall not be conducted below an altitude of 500 feet above the terrain or surface of the water.

b. For aircraft to operate on a visual flight rules clearance above "broken clouds" or an "overcast," climb to and descent from such "on top" flight shall be made in accordance with visual flight rules and aircraft shall be equipped and pilots qualified for instrument flight.

c. A simulated instrument approach to an airport for which an approved instrument approach exists shall not be commenced until prior approval has been obtained from the appropriate approach control or, in the case of nonapproach control locations, the airport traffic control tower. At nontower airports, the associated flight service station, if applicable, shall be notified of the simulated instrument approach.

Commanding officers shall ensure compliance with the intent and spirit of this requirement and shall scrutinize all flight operations as to mission and purpose to assure they are conducted in accordance with instrument flight rules or positive control to the maximum extent practicable without mission degradation.

2. WHERE VFR CONDITIONS EXIST, pilots may waive this requirement for specific flights when necessary to circumnavigate or otherwise avoid severe weather or when dictated by an in-flight emergency.

3. ATC CLEARANCE REQUIREMENT. Flights shall not be made in IFR conditions within controlled airspace until an ATC clearance has been obtained.

4. AN INSTRUMENT OR COMBINATION (VFR/IFR) FLIGHT PLAN shall be filed for all flights which may reasonably expect to encounter in-flight IFR conditions during any portion of the planned route. The VFR portion of the flight shall meet VFR criteria set forth in paragraph 500.

5. COMPLIANCE WITH DIRECTIVES. The pilot in command shall ascertain that the clearance requested is in accordance with the instrument flight requirements of FAR, other governing regulations, and flight rules set forth in this instruction.

6. LIMITATIONS OF AIRCRAFT/EQUIPMENT. Preflight procedures will be established and monitored to assure that communication, navigation, and identification equipments required for the flight are operative at takeoff. Preflight/in-flight malfunctions of such

**510 INSTRUMENT FLIGHT RULES AND POSITIVE CONTROL PROCEDURES****511 General Requirements**

1. INCREASED USE OF IFR FILING AND POSITIVE CONTROL. To decrease the probability of midair collisions, all flights in naval aircraft shall be conducted in accordance with instrument flight rules (IFR) to the maximum extent practicable. This shall include all point-to-point and round-robin flights using Federal airways and other flights or portions thereof, such as flights to and from target or operating areas accessible through IFR filing. All other portions of flights shall be conducted under positive control to the maximum extent possible.

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flight will retain mission commander responsibility and be responsible for flight safety and ensure a thorough flight debrief. The junior pilot will also ensure that a Section/Division Leader Evaluation Form (Appdx. B) is filled out by the senior member of the flight.

h. Cross briefing with other squadrons when aboard ship will be per CVW 11 TACPROS.

i. ACM must be briefed face-to-face with other participating units, except when telephone briefs are authorized by overseeing authority(i.e., COMLATWINGPAC OR CVW 11).

j. All flight members will thoroughly debrief each flight. The debrief will be conducted in a positive manner so as to encourage a dialogue and maximize training. A thorough brief and debrief is essential to achieving and maintaining combat readiness.

k. F/A-18 Training Matrix event completion must be recorded for each flight on the pilot's yellow sheet training code section.

#### 6. SINGLE AIRCRAFT FLIGHT PROCEDURES

a. During flights consisting of single aircraft the following restrictions apply:

(1) Minimum altitude for all military training routes will be 1,000 ft. AGL or as published, whichever is higher.

Note: Min. altitude for NVG routes will be per the NVG matrix (section V, paragraph 8).

(2) Flights below 1,000 ft. AGL is not authorized except for takeoff, landing, weapons delivery and NVG operations.

(3) Section/division leads may night dive bomb at their discretion as a single plane.

b. These guidelines make it possible to complete training in the event of a ground or airborne abort of one aircraft. Section and division integrity will be flown whenever feasible.

#### 7. WEATHER CRITERIA

a. The following weather criteria are provided for the flight and tactics planning during all training flights. If the weather is forecast to be below the minimum requirement, ensure a secondary mission is briefed.

(1) Dive Bomb/Strafe - 1,000 ft. above briefed pattern altitude and 5 miles visibility.

(2) Min. Altitude/Low Angle Pop-up deliveries - 4,000/5

air traffic control facility that fuel will be jettisoned.

### 531 Air-to-Air Missile Training Flights

Aircraft carrying live missile components other than guidance and control heads are prohibited from utilizing piloted aircraft as targets for training unless all participants have been thoroughly briefed on the conduct of the flight.

### 532 Expenditure of Airborne Stores Through Extensive Cloud Cover

1. NAVAL COMMANDS. Pilots of Navy and Marine Corps aircraft are only authorized to expend ordnance, fire missiles, or drop other airborne stores through cloud cover sufficiently extensive to preclude visual clearance of the air and surface area under the following conditions:

a. When operating over the high seas, provided area air and surface clearance can be ensured through radar surveillance or visual means. The operational commander conducting the exercise is responsible for the safeguarding of airborne and surface traffic. The fact that the firing is conducted in a warning area or that a NOTAM has been issued does not relieve the operational commander of his responsibility.

b. When operating over land (including over territorial waters), provided that the firing or drop is conducted within an activated restricted area and the impact is within a designated surface target/range. The restricted area controlling authority must specifically approve such usage and is responsible for coordination of airspace and target/range scheduling to ensure protection of other restricted area users and target/range personnel. The operational commander conducting the exercise is responsible for ensuring the firing or drops are conducted in the specified airspace and impact the scheduled surface target/range.

2. NON-NAVAL COMMANDS. Non-naval commands may be authorized to expend ordnance in restricted or warning area airspace for which Navy or Marine Corps commands are designated controlling authority, provided the criteria specified above are observed and the using service, by written agreement, assumes complete responsibility for any damages resulting from such use.

3. EMERGENCY JETTISONING. Nothing in the above precludes emergency jettisoning of external stores through extensive cloud cover; pilots are directly responsible for their actions and must take every possible precaution to minimize danger to other aircraft and persons/property on the surface.

### 533 Aircraft Speed

1. FAR 91. To reduce midair collision hazards associated with high aircraft speeds at low altitudes, FAR, Part 91.70, imposes a maximum airspeed limitation of 250 knots indicated airspeed (KIAS) on all aircraft operating below 10,000 feet MSL in airspace where FAR, Part 91, applies and a maximum of 200 KIAS for aircraft operating in airspace beneath the lateral limits of any terminal control area (TCA). The regulation grants exception for operations that cannot safely be conducted at airspeeds less than the prescribed maximum airspeed. The FAA has authorized the Department of Defense to exceed 250 KIAS below 10,000 feet MSL for certain military requirements.

#### Note

Aircraft engaged in drug interdiction operations are exempted from the general speed limit of 250 knots below 10,000 feet MSL. However, pilots of aircraft so involved are required to establish and maintain two-way radio communication with the tower prior to entering the ATA and unless otherwise

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authorized by ATC, avoid the traffic patterns for any airport in an ATA.

2. **POLICY.** In accordance with FAA authorization, flight operations below 10,000 feet MSL at an indicated airspeed in excess of 250 knots are authorized under the following conditions:

- a. Within restricted areas.
- b. Within military operations areas.
- c. When operating on DOD/FAA mutually developed and published routes.
- d. When operating on DOD developed and published VR routes. Such routes shall be established for specific missions and used only by designated units when the provisions of a through c above will not accommodate the required national defense mission. Routes shall be developed and published in accordance with DOD/FAA mutually developed criteria.
- e. When operating within large scale exercises or on short-term special missions approved by commanders listed in paragraph 3. Such exercises or missions may be authorized provided that coordination is effected to ensure awareness on the part of the nonparticipating flying public.
- f. If the airspeed required or recommended in the aircraft NATOPS manual to maintain safe maneuverability is greater than the maximum speed described in FAR, Part 91.70, the aircraft may be operated at that speed. Where the required or recommended speed is given as a range, the lower part of the speed range consistent with good operating practice should be used. The primary purpose of this provision is to accommodate climbs, descents, and terminal area operations and shall not be used to circumvent the provisions of subparagraphs above. Under no circumstance will this safe maneuverability

provision be construed as authorization for individual pilots or mission commanders to conduct other flights below 10,000 feet in excess of 250 knots.

3. **APPROVAL AUTHORITY** for paragraph 2e above is as follows: Commandant of the Marine Corps; Commander Naval Air Force, U.S. Pacific Fleet; Commander Naval Air Force, U.S. Atlantic Fleet; Commanding General, Fleet Marine Force, Pacific; Commanding General, Fleet Marine Force, Atlantic; Chief of Naval Air Training; Commander, Naval Reserve Force; Commanding General, Fourth Marine Air Wing; or Commander, Naval Air Systems Command, as appropriate. Such operations may be approved providing full consideration is given to mission requirements and the safety of nonparticipating aircraft. The above commanders must review and approve each route established in accordance with paragraphs 2c and 2d within respective areas of responsibility. Coordination will be effected with the appropriate Department of the Navy Representative (NAVREP) at the FAA Regional Office to ensure notice to the aviation public is provided.

#### Note

When an altitude below 10,000 feet MSL is assigned to aircraft requiring a higher operating speed for safe maneuverability, as indicated in the NATOPS manual for that aircraft, the pilot shall notify the Air Route Traffic Control Center of that higher minimum speed.

#### 534 Supersonic Flight Operations

1. **GENERAL.** Commanding officers assigned aircraft capable of supersonic flight shall ensure aircrews are thoroughly familiar with the shock wave phenomenon peculiar to supersonic flight. Serious damage, annoyance, and mental stress have resulted from sonic booms. It is incumbent on every pilot flying aircraft capable of

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STATEMENT OF LCDR (b) (6) [REDACTED], COMSTRKFIGHTWINGPAC SAFETY (80)

At the request of the JAG investigating officer, I made inquiries with MacDonalld Douglas Aircraft Industries in St Louis concerning the issue of environmental impact from FA-18 aircraft wreckage at a crash site.

I contacted Mr. (b) (6) [REDACTED] of their Safety Department who arranged a conference call with Mr. (b) (6) (b) (6) [REDACTED] Group Manager, Material/Process Engineering (Code 034-1200). During our discussion, I was informed that in 1980 a study and opinion was published by Mr. (b) (6) [REDACTED] concerning the health and environmental issues of carbon and boron fibers released due to crash forces and subsequent burning of composite compounds.

The report concluded that there was no health hazard posed by any materials utilized in the construction of the FA-18 aircraft. The report is maintained on file in the office of Mr. (b) (6) (b) (6) [REDACTED] at MacDonalld Douglas Aircraft Industries in St. Louis.

(b) (6) [REDACTED]

(b) (6) [REDACTED], LCDR, USN

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SUBJ: ACCIDENT INVESTIGATION AND CLEAN-UP OF AIRCRAFT CONTAINING CARBON/GRAPHITE  
COMPOSITE MATERIAL SAFETY ADVISORY

1. CF (composite fibers-carbon/graphite) material is used extensively both in the production of recently introduced USN/USMC aircraft and in modifications to older fleet aircraft. Advantages of strength, weight reduction and cost make the use of these material extremely desirable. Industry has been utilizing CF for years and the usage is steadily increasing. The following aircraft contain some CF material: AV-8B, F/A-18, C/MH-53E, SH-60, F-14, S-3 and H-46 [A-6 composite wing]. The A-6F, F-14D, and V-22 will utilize substantial amounts of CF material. Early studies to determine the adverse properties of fibers released in aircraft fires and crashes have led to the propagation of many tales concerning the potential hazards. The three most common are:

- a. Release of CF material will cause a wholesale blackout of electronic equipment over a large area.
- B. Released CF material is biologically malignant and should be treated like asbestos.
- C. Fractured CF panels contain deadly and razor sharp edges that can cause long term medical problems.

2. Such has not proven to be the case. Tests, to date, indicate that aircraft electrical systems on the ground at an airport exposed to CF material as a result of aircraft crash/fire had an equipment failure rate only 0.0003 percent greater than normal operational failure rates.

3. The average size of CF material released by fire ranges between 4 and 7 microns. The National Institution for Occupational Safety and Health (NIOSH) has determine that CF material particle including fiberglass and asbestos will not cause malignant disease if they exceed 3.5 microns. Thus far, no medical evidence of a significant health hazard associated with CF material has been found. The general industry consensus is to treat CF material as fiberglass; i.e., a nuisance dust. However, research is ongoing and results cannot be considered conclusive.

4. CF panels which fracture in aircraft crashes but are not subjected to fire have proven to be biologically benign. They constitute no more hazard to personnel than fractured aluminum aircraft pieces.

5. The following guidelines are recommended as minimum safety precautions and should be addressed in squadron pre-mishap plans:

- a. Base/squadron safety officers should determine if their aircraft contain CF material and identify those specific CF components/panels.

MISHAP AIRCRAFT ASYMMETRIC FLIGHT CONSIDERATIONS

1. THE ATTACHED PAGES OF THE FA-18 NATOPS (A1-FA18AC-NFM-000) AND FA-18 PERFORMANCE MANUAL (A1-FA18AC-NFM-200) ARE USED WITH THE FOLLOWING MISHAP AIRCRAFT FUEL CONSUMPTION ANALYSIS TO DEMONSTRATE ASYMMETRIC FLIGHT CONSIDERATIONS.

2. FUEL CONSUMPTION:

	USED	REMAINING	REMARKS
PRE-START		14,500	
START/TAXI	500	14,000	
TAKEOFF/CLIMB	600	13,900	FL200
CRUISE	1,000	12,900	.7M
DESCENT	200	12,700	
LOW LEVEL	400	12,300	10 MILES AT 450 TO 480 KTS
INTERNAL FUEL		10,800	
EXTERNAL FUEL		1,500	

3. NORMAL TRANSFER RESULTS IN ROUGHLY EQUAL AMOUNTS OF FUEL BETWEEN THE TWO DROP TANKS. ASSUMING WORST CASE THAT ALL EXTERNAL FUEL IS ISOLATED IN THE WING DROP TANK LOCATED 7.3 FEET FROM CENTERLINE, A TOTAL ASYMMETRY OF 10,950 FOOT-POUNDS RESULTS. TAKING INTO ACCOUNT A MACH OF .75, THE ASYMMETRIC ANGLE OF ATTACK (AOA) LIMITS ARE -6 TO +20 DEGREES.

4. ASSUMING TOTAL WING DROP TANK TRANSFER FAILURE 2200 POUNDS OF FUEL 7.3 FEET FROM CENTERLINE RESULTS IN ASYMMETRY OF 16,060 FOOT POUNDS. THIS SITUATION RESULTS IN AN AOA LIMIT OF -6 TO +12 DEGREES.

For all aircraft not otherwise restricted, the following tables are the symmetric AOA limits for aircraft in the Fighter Escort (FE) configuration (F/A-18 with/without: missiles on store stations 1 and/or 9, missiles on store 4 and/or 6, and FLIR, LDT, or empty pylons/VER on store stations 2, 3, 5, 7, or 8), and in the FE configuration with combinations of centerline, inboard, and/or outboard stores.

CONFIGURATION	AOA LIMIT (°)	CG (% MAC)
FE	Unrestricted -6° to +25°	17 to 25% 25 to 28%
FE plus centerline tanks/stores	Unrestricted -6° to +25°	17 to 23.5% 23.5 to 28%
FE plus inboard tanks/stores (with centerline tank/stores)	-6° to +25°	17 to 27.5%
FE plus inboard tanks/stores (with-out centerline tank/stores)	-6° to +35° -6° to +25°	17 to 24% 24 to 27.5%
FE plus outboard tanks/stores (centerline tank/stores optional)	-6° to +25°	17 to 27.5%
FE plus inboard and outboard tanks/stores (centerline tank/stores optional)	-6° to +20°	17 to 27%

**LATERAL WEIGHT ASYMMETRY AOA LIMITATIONS**

For all aircraft, the weight of an asymmetric tip missile and/or internal wing fuel asymmetry should not be used in calculating total weight asymmetry except for landing. Due to the landing gear structural limitations, internal wing fuel and/ or tip missile lateral asymmetry must be used to calculate total weight asymmetry. For the F/A-18B/D, some AOA limits due to Mach number may take precedence over lateral weight asymmetry limits.

**NOTE**

The maximum authorized lateral weight asymmetry is 26,000 foot-pounds. Asymmetric jettison of any store weighing in excess of approximately 2330 pounds will exceed the 26,000 foot-pound asymmetry limit and is prohibited, except in an emergency, even if this is in the normal SMS release sequence.

- a. With a lateral weight asymmetry between 6,000 and 12,000 foot-pounds, the AOA limits are -6° to +20°.
- b. With a lateral weight asymmetry between 12,000 and 26,000 foot-pounds, the AOA limits are -6° to +12°.
- c. With a lateral weight asymmetry between 22,000 and 26,000 foot-pounds, abrupt control inputs are prohibited, and lateral-directional control inputs are authorized for turn coordination or wings level flight only.

**AOA LIMITS DUE TO MACH NUMBER (F/A-18B/D)**

The F/A-18B/D aircraft have increased departure susceptibility at high subsonic Mach numbers and require additional AOA limitations as a function of Mach. Lateral weight asymmetry AOA limits may take precedence over some Mach/AOA limits.

MACH NUMBER	AOA LIMIT
0.7 to 0.8 Mach	-6° to +20°
0.8 to 0.9 Mach	-6° to +15°
above 0.9 Mach	-6° to +12°

**FLAPS HALF OR FULL**

- a. The AOA limit is 0° to +15° (transitory excursions up to +20° are allowed during catapult launch only).

**WEIGHT LIMITATIONS**

The maximum allowable gross weights are:

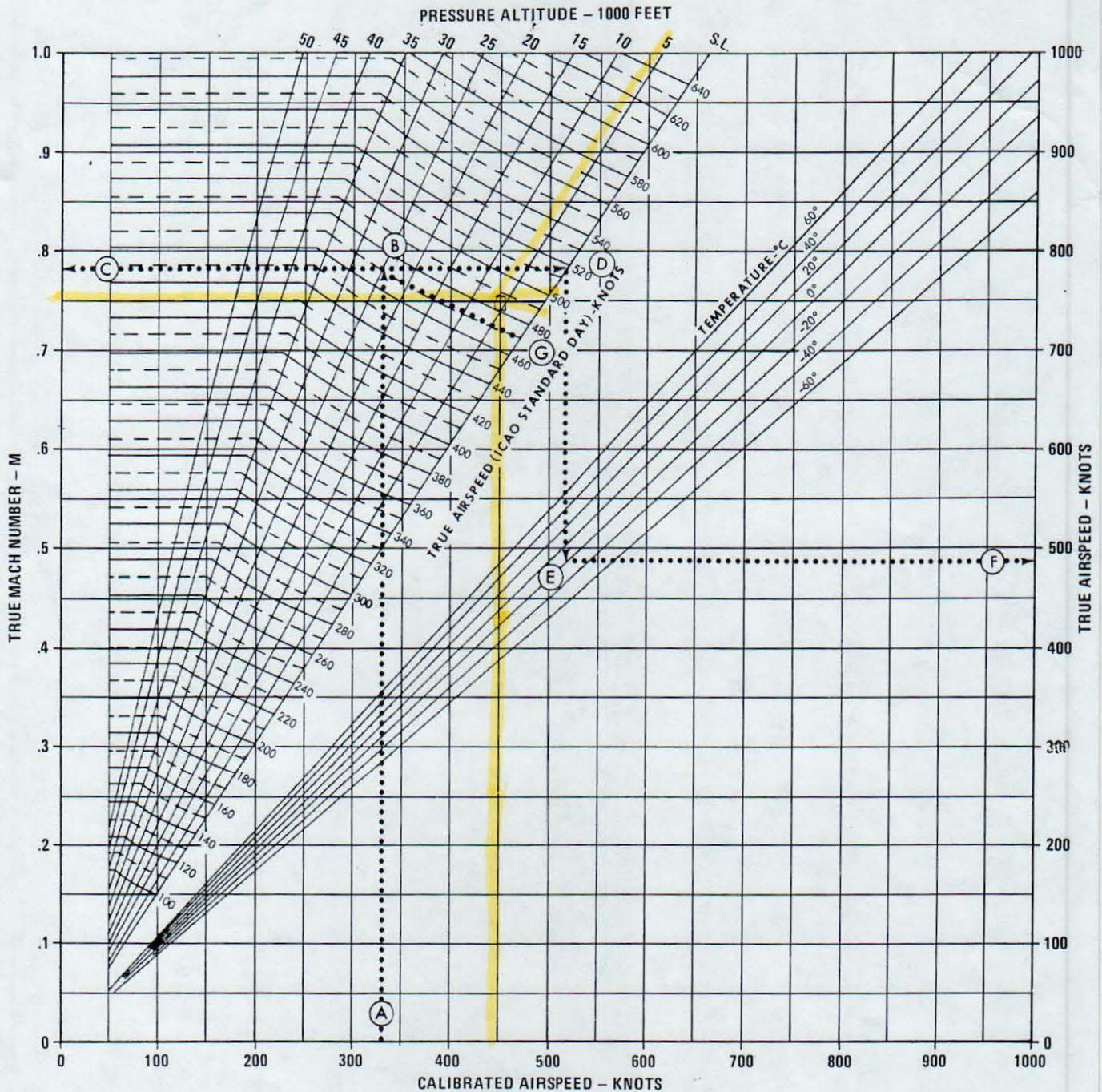
Field takeoff	51,900 pounds
Catapult	51,900 pounds
Field landing (flared)	39,000 pounds

2



# AIRSPED CONVERSION

## LOW MACH



**EXAMPLE**

- A = CAS = 330 KNOTS
- B = ALTITUDE = 25,000 FEET
- C = MACH = .78
- D = SEA LEVEL LINE
- E = TEMPERATURE = -20°C
- F = TAS = 486 KNOTS
- G = TAS (STANDARD DAY) = 472 KNOTS

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Figure 11-7. Airspeed Conversion - Low Mach (Sheet 1 of 2)