

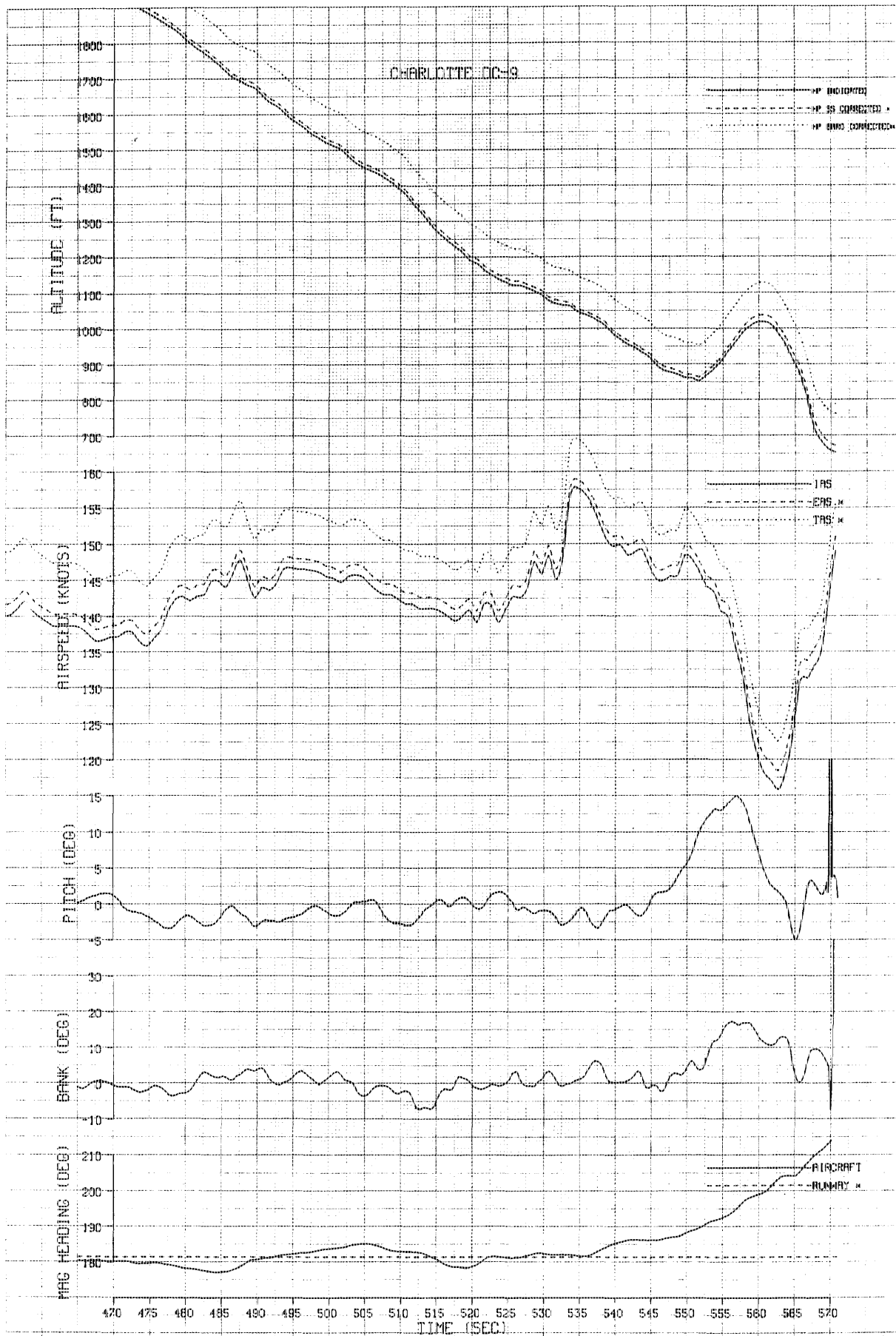
DOCKET NO. SA 509

EXHIBIT NO. 13C

**NATIONAL TRANSPORTATION SAFETY BOARD**

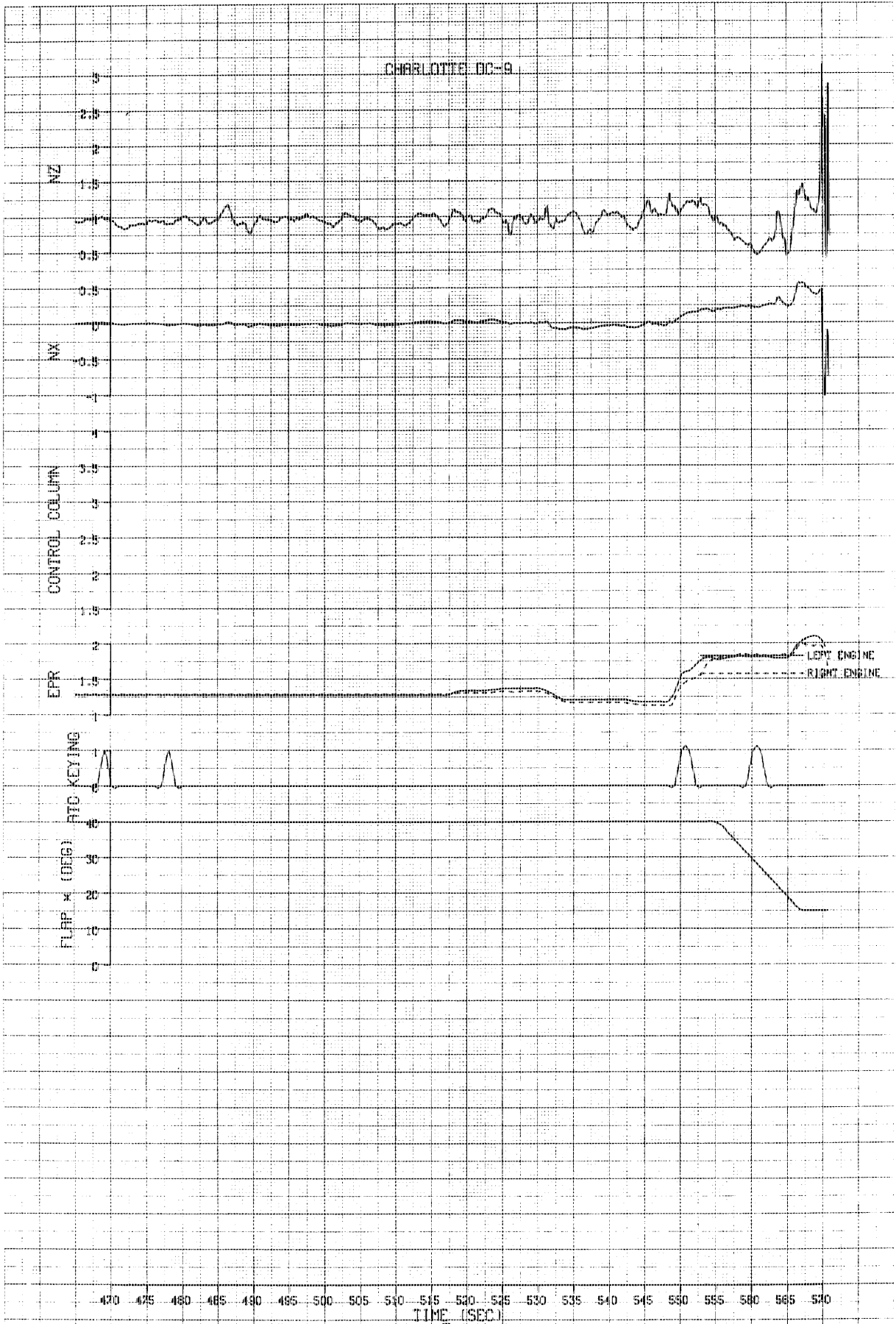
**WASHINGTON, D.C.**

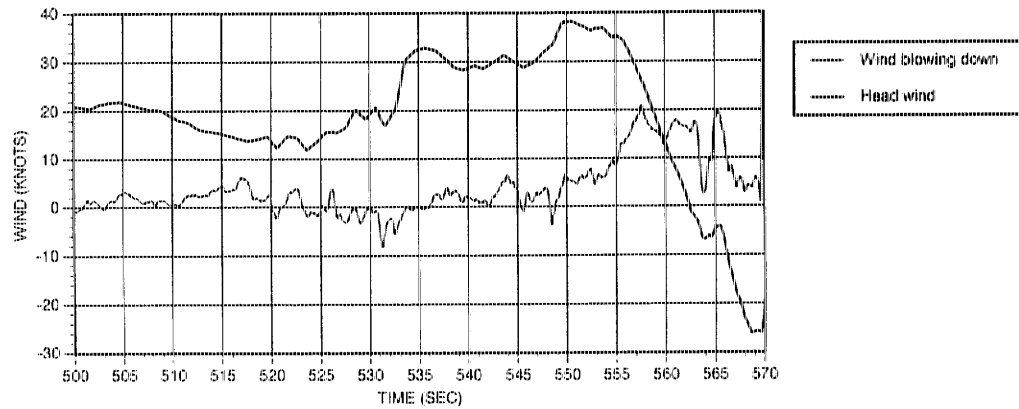
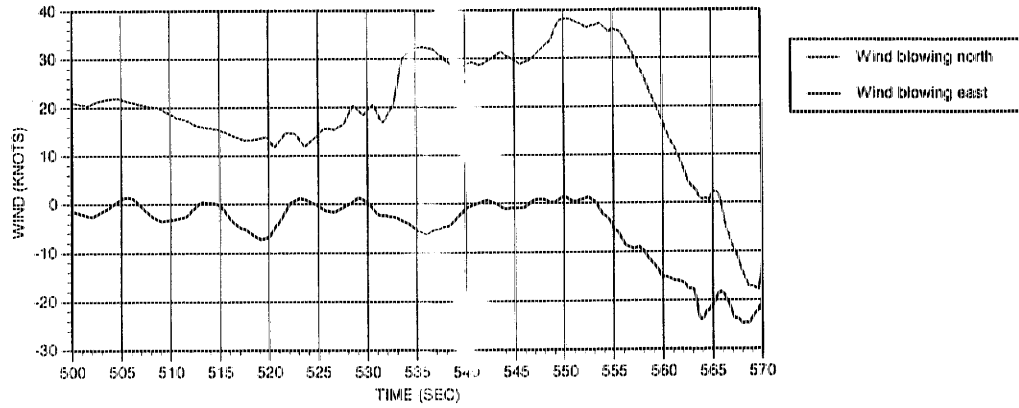
DC-9 SIMULATION DATA PROVIDED BY DOUGLAS AIRCRAFT COMPANY



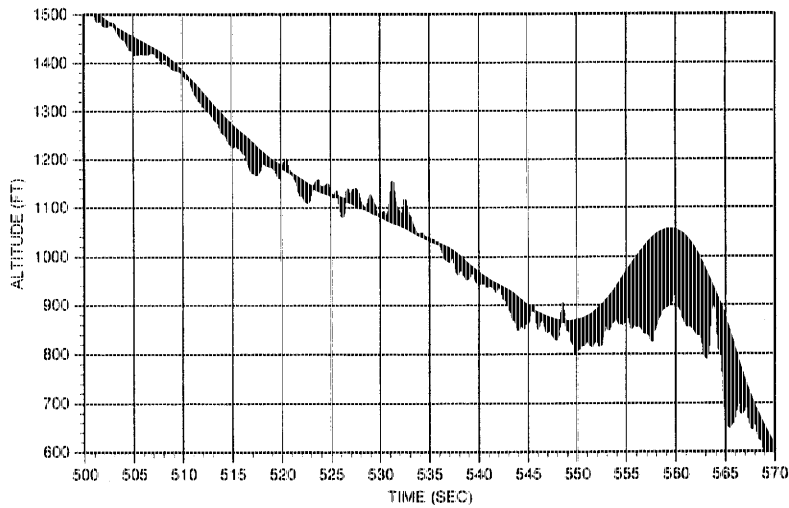
\* THIS PARAMETER WAS NOT RECORDED ON THE FDR

①



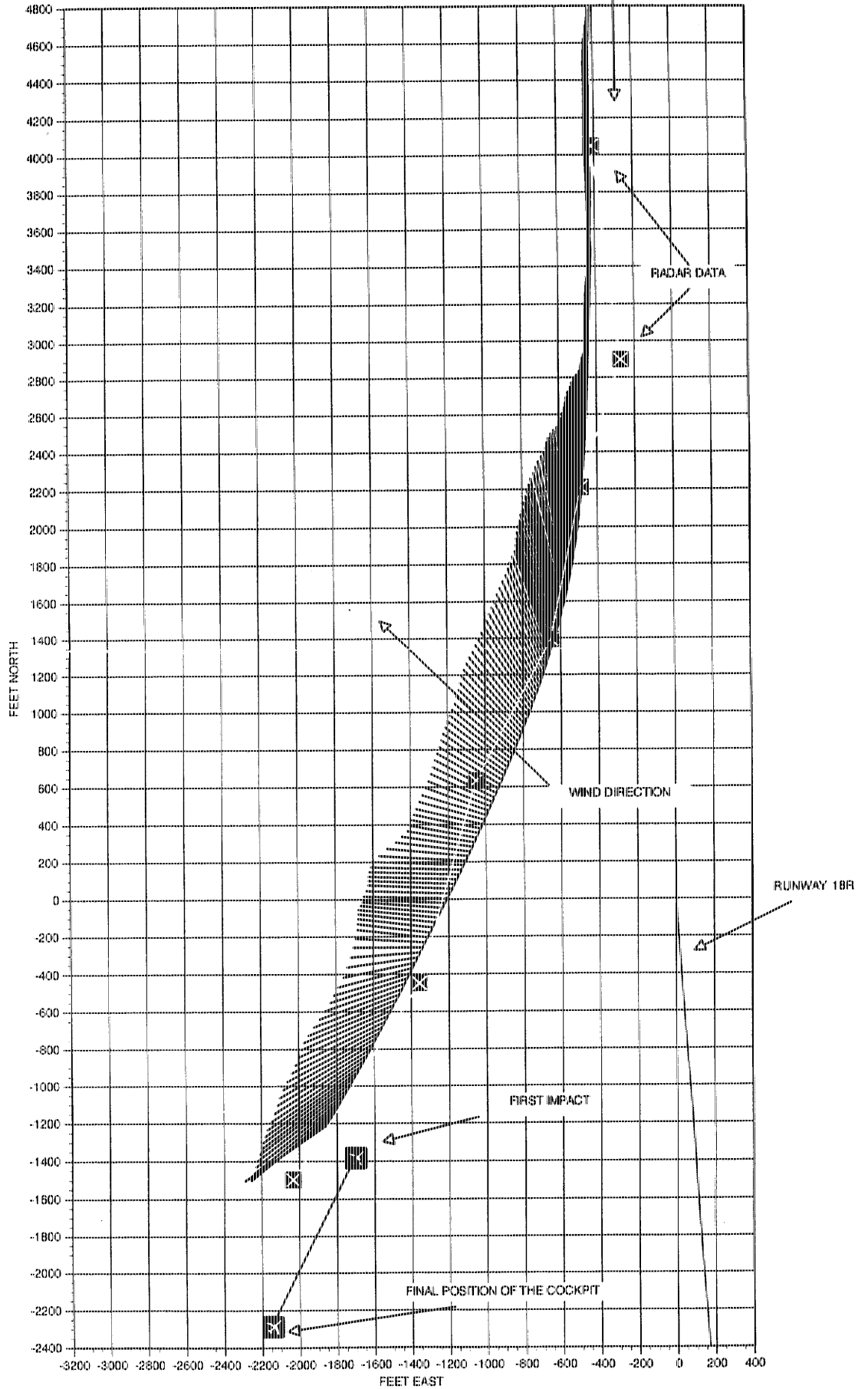


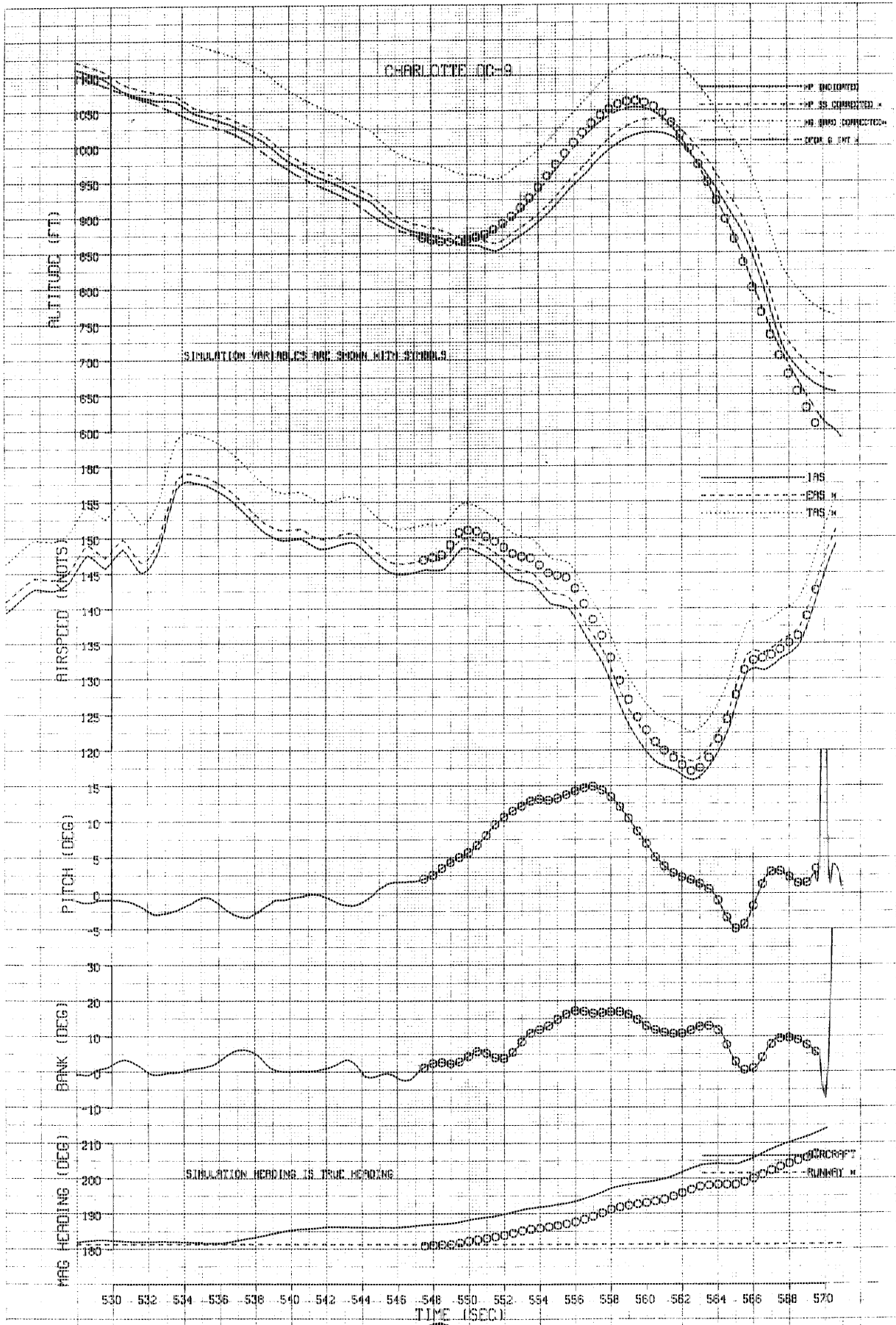
The graph below shows the vertical wind component superimposed on the flight path integrated from DFOR acceleration data. A wind component that is 100 FT long on the altitude scale is a 10 knot wind. The wind at 560 seconds is a downward.



A wind vector 200 FT long is 10 knots.

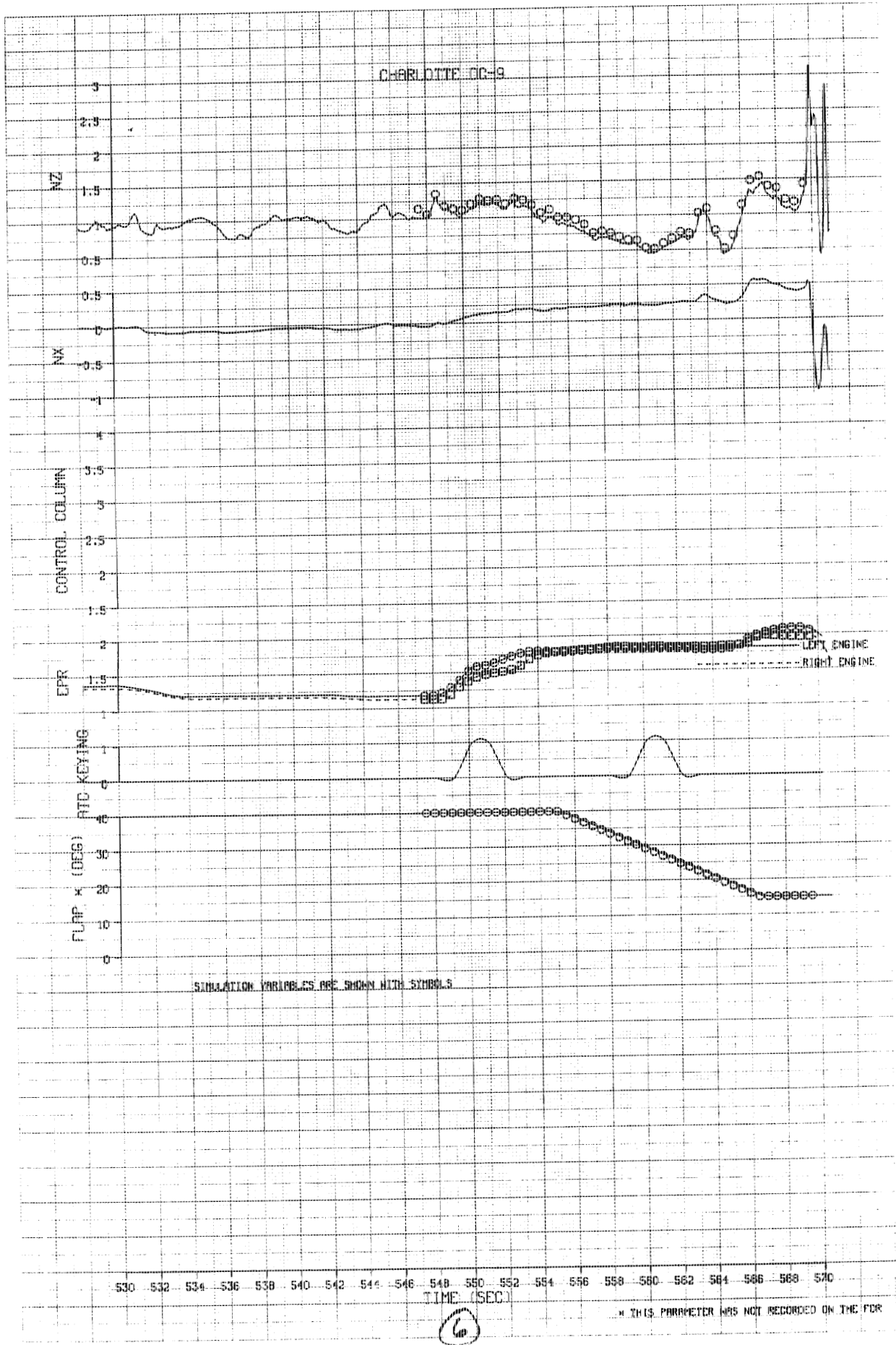
FLIGHT PATH



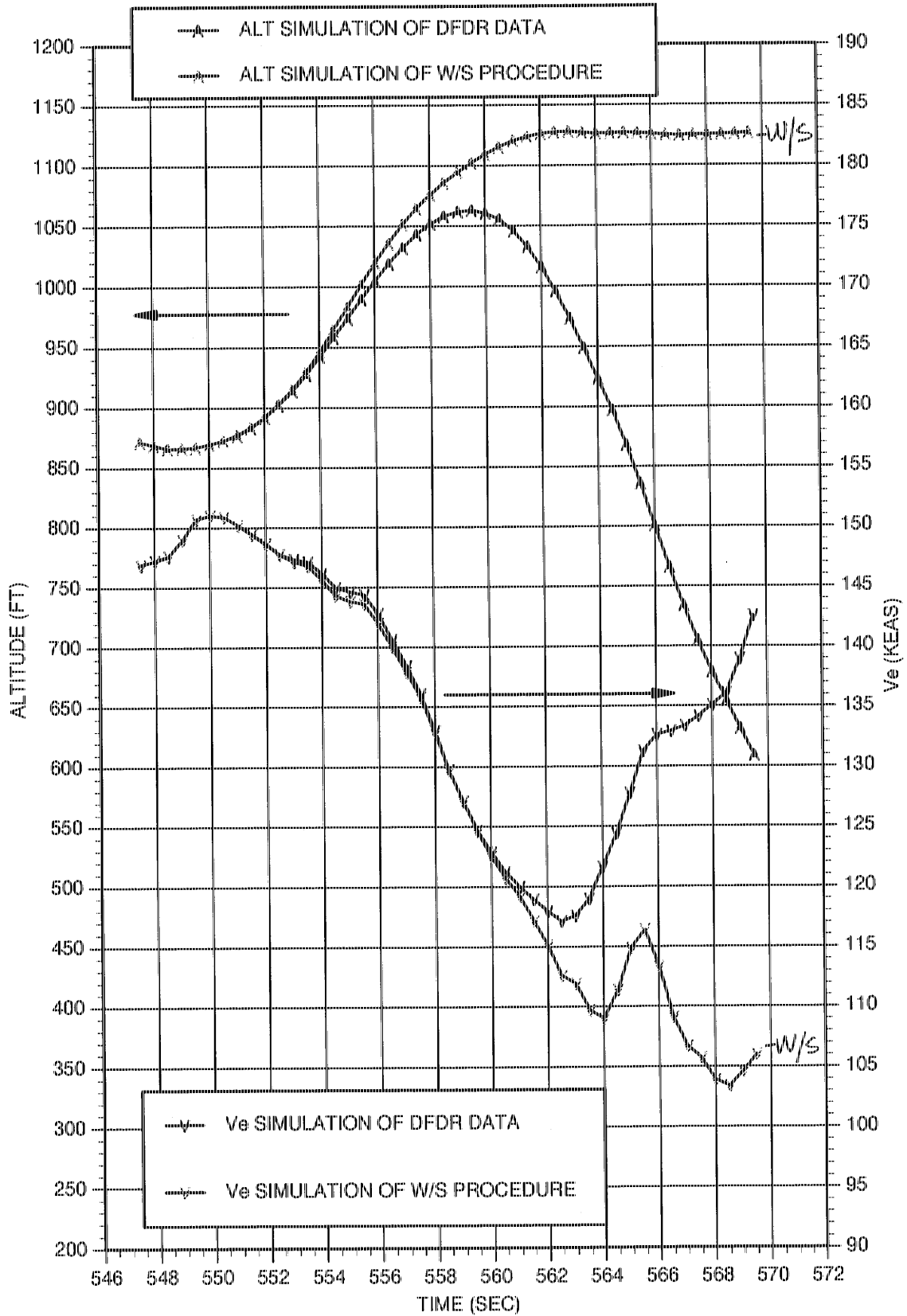


10

IN THIS PARAMETER WAS NOT RECORDED ON THE PDR



6



Note: Fire-wall thrust thrust was used, and pitch was limited to 15 degrees for the W/S procedure.

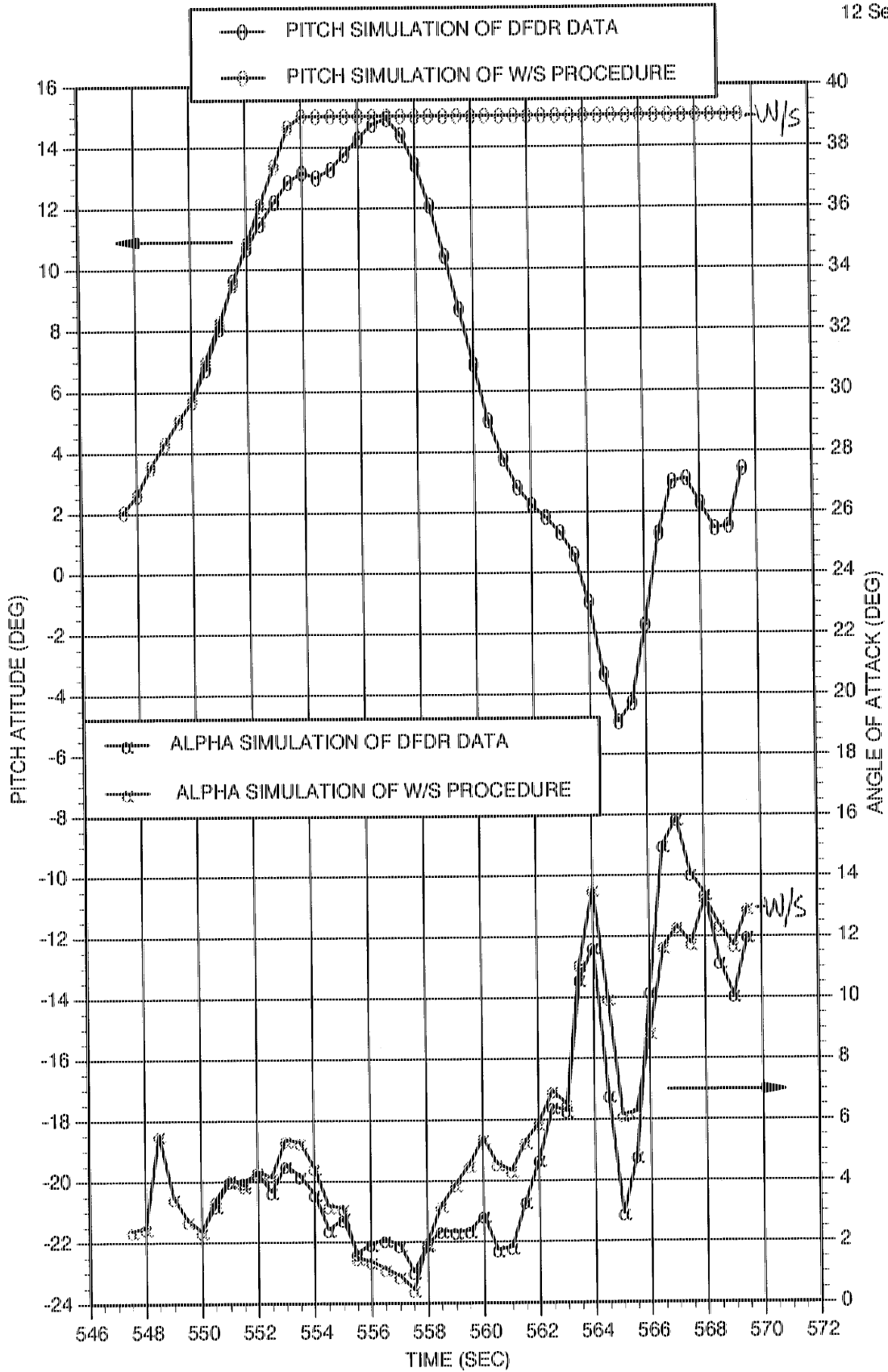


# CHARLOTTE DC-9

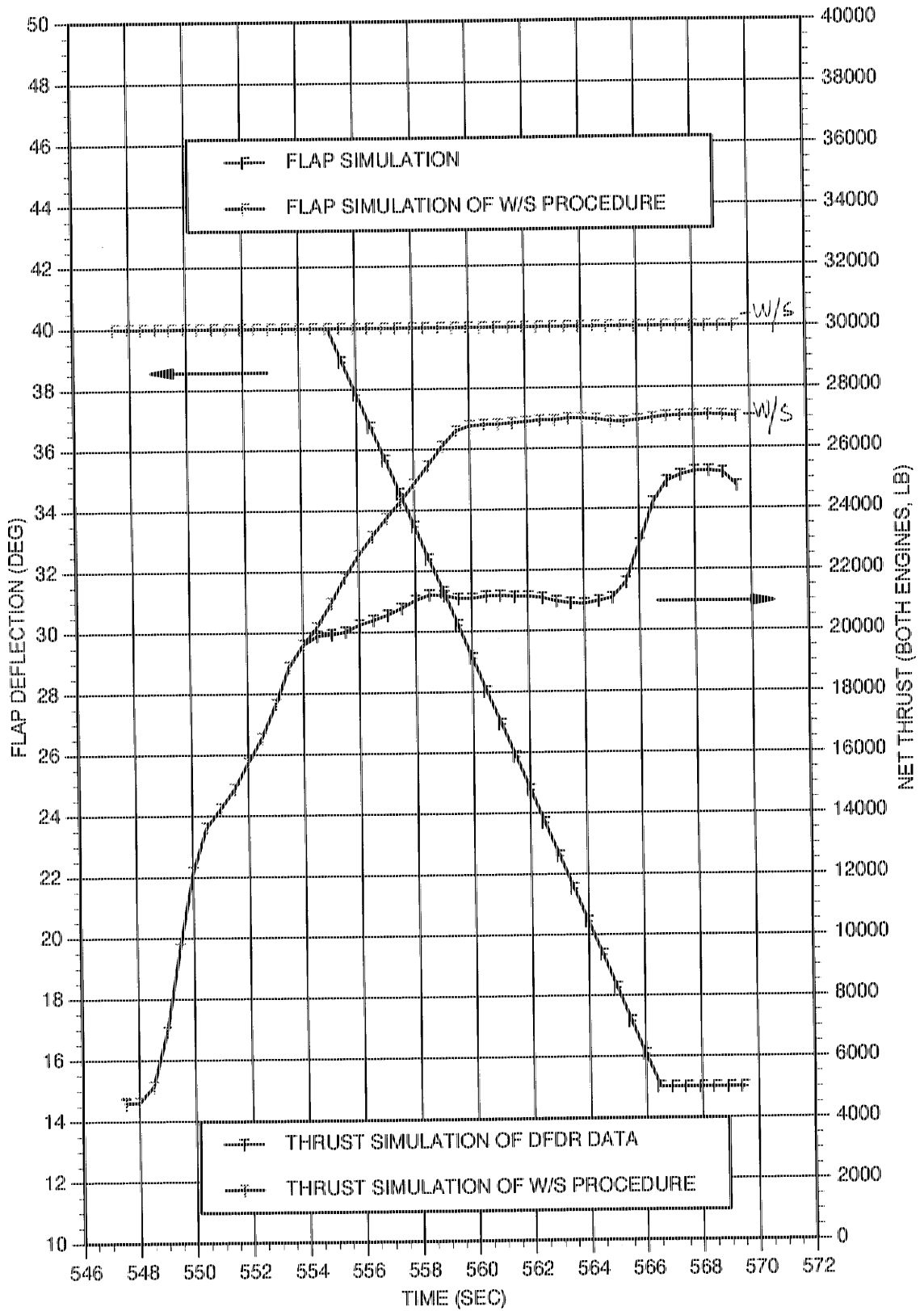
MCDONNELL DOUGLAS

JWT

12 Sept 94



Note: Fire-wall thrust thrust was used, and pitch was limited to 15 degrees for the W/S procedure.



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