Standard Aircraft Characteristics

NAVY MODEL
RA-5C
AIRCRAFT
(TITLE UNCLASSIFIED)

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PUBLISHED BY DIRECTION OF THE
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1 JULY 1967
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NAVAIR 00-110AA5-2

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UNCLASSIFIED
STANDARD AIRCRAFT CHARACTERISTICS

RA-5C VIGILANTE

NORTH AMERICAN AVIATION, INC.
DECLASSIFIED

NOTE:
SPECIAL EQUIPMENT
POD IS REMOVABLE FOR
ATTACK CONFIGURATION

SCALE IN FEET

THREE FUEL TANKS TOTAL
885 GAL (INTERNAL)

130 GAL

6.1 GAL (OIL)

715 GAL

715 GAL

- NON-SELF-SEALING TANKS

400 GAL

945 GAL

210 GAL

DESCRIPTIVE ARRANGEMENT

TANKAGE
POWER PLANT

NO. & MODEL  (2) J79-GE-8  
MFR  General Electric  
TYPE  Axial Flow  
LENGTH  207.3 IN  
DIAMETER  31.6 IN  
AUGMENTATION  A/B

RATINGS

850 RPM  
MAXIMUM  17,000 7685  
MILITARY  10,800 7685  
NORMAL  10,300 7385

STATIC SEA LEVEL  
SPEC. NO. E763A

MISSION AND DESCRIPTION

The primary mission of the A-5C airplane is tactical reconnaissance of hostile areas from sea level or high altitudes by day or night regardless of weather or enemy defenses. Capabilities include photographic missions, attack/photographic missions, and electronic countermeasure missions. Alternate capabilities of the A-5C include the destruction of hostile land or sea targets from sea level or high altitudes by day or night.

The A-5C is an improved version of the A-5A (AJU-1) twin-engine, carrier-based, two-place attack bomber with increased radius of action and multi-sensor reconnaissance capabilities. Major improvements over the A-5A are: wing leading edge BLE, extended-span single-slotted trailing edge flaps, 500 gallon increased internal fuel capacity, added wing station for additional external fuel or ammunition carriage, increased braking capacity and increased engine inlet duct capture area to improve high altitude performance. Other special features of this airplane, similar to the A-5A are: sweep-back wing (with droopable leading edges and spoiler-slot-deflector lateral controls), all movable horizontal and vertical tails, irreversible hydraulic power with artificial feel for all controls, and a linear bomb bay with rearward weapon ejection to insure weapon separation at all possible speeds, release altitudes and attitudes.

The cockpit is provided with differential pressurization, automatic heating and cooling, anti-G suit provisions, jettable canopies, and advanced type ejection seats capable of sea level crew ejection.

DEVELOPMENT

FIRST FLIGHT PROTOTYPE F3  JUNE, 1962  
FIRST FLEET DELIVERY DATE  OCTOBER, 1963

WEIGHTS

LOADINGS  LBS.  L.F.
EMPTY  37,498  
BASIC  38,219  
DESIGN  49,529 4.35

MAX TAKE-OFF  
(extended range overload)  
(Flight) (ALT. NO. 5) 79,688 2.00

MAX LANDING  
(Flight) (ALT. NO. 5) 65,988 1.95  
(Areaseing)  47,000 4.85

* WITH 3 FUEL CANS IN ARMAMENT TUNNEL  
** DURING FLIGHT

FUEL AND OIL

GALLONS  NO. TANKS  LOCATION
1430  2  Wing  
1285  4  Fuleage  
885  3  Armament  
JP-5  
FUEL SPEC. NO. (Applicable) MIL-F-5624C  
992 GALS (2 fuel cans) with passive ECM equipment or internal store.

CAPACITY  5.30 (gals)  
GRADE  C  
SPEC. NO. (Applicable) MIL-L-7808

ELECTRONICS

AN/ASB-12 (XN-2) Inertial Bomb Navigation System  
AN/ASN-26 Master Flight Reference System  
AN/ASO-41, AN/ALQ-51 DECM System  
AN/ALQ-55 DECM System  
AN/AFR-18 Positive Warning System  
AN/APN-120(XN-2)A Radars Altimeter

RECONNAISSANCE EQUIPMENT

Camera  Forward Oblique - 6 inch focal length  
Camera  Vertical - 1.75 inch focal length and 6 inch focal length  
Camera  Panoramic - 18 inch focal length  
Camera  Panoramic 3 inch focal length  
Camera  Right hand oblique and left hand oblique  
Side Looking Radar  
Passive ECM  
Electronic Flasher Pods (B,F, 110) **

*For Alternate Loadings See Reconnaissance Installation Chart  
** Only 2 External Tanks can be carried

DIMENSIONS

WING

Area  753.7 sq ft  
Span  53.9' - 0"  
M.A.C.  16.1' - 9"  
Sweepback  32.5°

LENGTH  70' - 6"  
HEIGHT  19' - 4"  
TREAD  11' - 7.5"
## PERFORMANCE SUMMARY

<table>
<thead>
<tr>
<th><strong>TAKE-OFF WEIGHT</strong></th>
<th>lb</th>
<th>65,589</th>
<th>79,189</th>
<th>79,403</th>
<th>72,970</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fuel Internal/Internal (JP-5) (USEABLE)</strong></td>
<td>lb/ft</td>
<td>24480</td>
<td>24480/10880</td>
<td>22474/10880</td>
<td>22474/3440</td>
</tr>
<tr>
<td><strong>Payload</strong></td>
<td>lb</td>
<td>1718</td>
<td>1718</td>
<td>4217</td>
<td>4582</td>
</tr>
<tr>
<td><strong>Wing Loading</strong></td>
<td>lb/sq ft</td>
<td>87.0</td>
<td>105.1</td>
<td>105.4</td>
<td>96.8</td>
</tr>
<tr>
<td><strong>Stall Speed - Power Off</strong></td>
<td>kn</td>
<td>134</td>
<td>147</td>
<td>147</td>
<td>141</td>
</tr>
<tr>
<td><strong>Take-Off Run at SL - Calm</strong></td>
<td>ft</td>
<td>3200</td>
<td>4900</td>
<td>4900</td>
<td>4000</td>
</tr>
<tr>
<td><strong>Take-Off at SL 25 Kt Wind</strong></td>
<td>ft</td>
<td>2400</td>
<td>3700</td>
<td>3700</td>
<td>3000</td>
</tr>
<tr>
<td><strong>Take-Off at Clear 50 Ft - Calm</strong></td>
<td>ft</td>
<td>4100</td>
<td>6100</td>
<td>6100</td>
<td>5100</td>
</tr>
<tr>
<td><strong>Max Speed/Altitude</strong></td>
<td>kn/ft</td>
<td>520/3L</td>
<td>565.5/5L</td>
<td>565.5/5L</td>
<td>357/5L</td>
</tr>
<tr>
<td><strong>Rate of Climb at SL</strong></td>
<td>fpm</td>
<td>6400</td>
<td>4100</td>
<td>4100</td>
<td>4800</td>
</tr>
<tr>
<td><strong>Time: SL to 20,000 Ft</strong></td>
<td>min</td>
<td>4.00</td>
<td>7.30</td>
<td>7.40</td>
<td>5.85</td>
</tr>
<tr>
<td><strong>Time: SL to 30,000 Ft</strong></td>
<td>min</td>
<td>7.70</td>
<td>17.35 (E)</td>
<td>17.60 (E)</td>
<td>12.80</td>
</tr>
<tr>
<td><strong>Service Ceiling</strong></td>
<td>ft</td>
<td>37500</td>
<td>29700</td>
<td>29700</td>
<td>35000</td>
</tr>
<tr>
<td><strong>COMBAT RANGE</strong></td>
<td>naut mi</td>
<td>1950</td>
<td>2665</td>
<td>2414</td>
<td>1900</td>
</tr>
<tr>
<td><strong>Average Cruising Speed</strong></td>
<td>kn</td>
<td>493</td>
<td>493</td>
<td>479</td>
<td>479</td>
</tr>
<tr>
<td><strong>Cruising Altitude</strong></td>
<td>ft</td>
<td>35,800/42,600</td>
<td>28,500/42,600</td>
<td>28,500/41,600</td>
<td>33,200/40,500</td>
</tr>
<tr>
<td><strong>COMBAT RADIUS/MISSION TIME</strong></td>
<td>naut mi/hr</td>
<td>475/1.65</td>
<td>820/3.18</td>
<td>1040/4.22</td>
<td>775/3.21</td>
</tr>
<tr>
<td><strong>Average Cruising Speed</strong></td>
<td>kn</td>
<td>493</td>
<td>490</td>
<td>478</td>
<td>478</td>
</tr>
<tr>
<td><strong>Buddy Refuel Radius/Mission Time (D)</strong></td>
<td>naut mi/hr</td>
<td>905/3.66 (F)</td>
<td>1315/5.40 (F)</td>
<td>1485/6.13 (F)</td>
<td>1260/5.38 (F)</td>
</tr>
<tr>
<td><strong>Buddy Fuel Transferred</strong></td>
<td>lbs</td>
<td>5810</td>
<td>9652</td>
<td>14,400</td>
<td>14,000</td>
</tr>
</tbody>
</table>

## COMBAT LOADING CONDITION

<table>
<thead>
<tr>
<th><strong>COMBAT WEIGHT</strong></th>
<th>lb</th>
<th>55,617</th>
<th>62,145</th>
<th>63,163</th>
<th>60,204</th>
<th>61,347</th>
<th>61,347</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Engine Thrust</strong></td>
<td>lb</td>
<td>14,958</td>
<td>21,486</td>
<td>20,282</td>
<td>17,018</td>
<td>20,282</td>
<td>20,282</td>
</tr>
<tr>
<td><strong>Combat Speed/Combat Altitude</strong></td>
<td>kn/ft</td>
<td>1030/47,300 (C)</td>
<td>1030/45,600 (C)</td>
<td>683/SL</td>
<td>660/SL</td>
<td>1060/49,000 (C)</td>
<td>1147/40,400</td>
</tr>
<tr>
<td><strong>Rate of Climb/Combat Altitude</strong></td>
<td>fpm/ft</td>
<td>500/47,300 (C)</td>
<td>500/45,600 (C)</td>
<td>24,800/SL</td>
<td>22,100/SL</td>
<td>500/49,000 (C)</td>
<td>3700/40,400</td>
</tr>
<tr>
<td><strong>Combat Ceiling (500 FPM Subsonic)</strong></td>
<td>fpm</td>
<td>48,400</td>
<td>46,600</td>
<td>46,600</td>
<td>47,700</td>
<td>47,700</td>
<td>47,700</td>
</tr>
<tr>
<td><strong>Rate of Climb at SL</strong></td>
<td>fpm</td>
<td>27,700</td>
<td>26,900</td>
<td>24,900</td>
<td>22,100</td>
<td>26,700</td>
<td>26,700</td>
</tr>
<tr>
<td><strong>Max Speed at SL</strong></td>
<td>kn</td>
<td>680</td>
<td>680</td>
<td>680</td>
<td>660</td>
<td>700</td>
<td>700</td>
</tr>
<tr>
<td><strong>Max Speed/Altitude</strong></td>
<td>kn/ft</td>
<td>1120/40,000</td>
<td>1110/40,000</td>
<td>1110/40,000</td>
<td>1030/35,000</td>
<td>1147/40,000</td>
<td>1147/40,000</td>
</tr>
</tbody>
</table>

| **LANDING WEIGHT** | lb | 43,749 | 43,749 | 45,971 | 46,336 | 41,543 | 41,543 |

| **Stall Speed - Power Off/Appr Power** | kn/ft | 109/103 | 109/103 | 112/106 | 112/106 | 106/100 | 106/100 |

| **Distance - Ground Roll/Over 50 Ft Obst** | ft/ft | 3500/4800 | 3500/4800 | 3500/5000 | 3700/5100 | 3300/4600 | 3300/4600 |

### NOTES

- **(A) Maximum Afterburner**
- **(B) Military Power**
- **(C) Combat Altitude Presented for the High Altitude Supersonic Missions is Supersonic Combat Ceiling Instead of Altitude at the Target**
- **(D) A-5C Tanker Has (4) 400 Gallon Tanks**
- **(E) Time to Service Ceiling**
- **(F) Rendezvous Refuel-Inbound**
- **(G) Spotting: 63 A-5C Airplanes on CVA 59 Class Carrier**
- **(H) For Attack Missions 9, 11, F, & G Reconnaissance Pod is Removed**
### Reconnaissance Missions

#### Mission Loadings

**Take-off (Gr. Wt. ~ Lbs.):**

<table>
<thead>
<tr>
<th>MISSION LOADINGS</th>
<th>HI ALT SUPERSONIC</th>
<th>HI ALT SUBSONIC</th>
<th>HI-LO-HI</th>
<th>LO-LO-HI</th>
<th>LO ALT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong> BASIC RECON-ALTERNATE #1</td>
<td>3600 GALS. INTERNAL</td>
<td>RADIUS NAUT MI</td>
<td>MISSION TIME-HOURS</td>
<td>RADIUS NAUT MI</td>
<td>MISSION TIME-HOURS</td>
</tr>
<tr>
<td>(65, 589)</td>
<td>475</td>
<td>1.65</td>
<td>955</td>
<td>3.88</td>
<td>795</td>
</tr>
<tr>
<td><strong>B</strong> BASIC RECON-ALTERNATE #1</td>
<td>3600 GALS. INTERNAL</td>
<td>RADIUS NAUT MI</td>
<td>MISSION TIME-HOURS</td>
<td>RADIUS NAUT MI</td>
<td>MISSION TIME-HOURS</td>
</tr>
<tr>
<td>(4) 400 GALS. D/T</td>
<td>820</td>
<td>3.18</td>
<td>1310</td>
<td>5.23</td>
<td>1165</td>
</tr>
<tr>
<td>(79, 189)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>C</strong> ATTACK RECON-ALTERNATE #6</td>
<td>(1) MK-28 INTERNAL</td>
<td>RADIUS NAUT MI</td>
<td>MISSION TIME-HOURS</td>
<td>RADIUS NAUT MI</td>
<td>MISSION TIME-HOURS</td>
</tr>
<tr>
<td>(4) 400 GALS. D/T</td>
<td>730</td>
<td>2.72</td>
<td>1225</td>
<td>5.00</td>
<td>1055</td>
</tr>
<tr>
<td>(79, 014)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>D</strong> BEACH RECON - ALTERNATE #3</td>
<td>3305 GALS INTERNAL</td>
<td>RADIUS NAUT MI</td>
<td>MISSION TIME-HOURS</td>
<td>RADIUS NAUT MI</td>
<td>MISSION TIME-HOURS</td>
</tr>
<tr>
<td>(65805)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>E</strong> NIGHT RECON-ALTERNATE #4</td>
<td>3305 GALS. INT. + (2) 400 GALS, D/T + (2) PODS</td>
<td>RADIUS NAUT MI</td>
<td>MISSION TIME-HOURS</td>
<td>RADIUS NAUT MI</td>
<td>MISSION TIME-HOURS</td>
</tr>
<tr>
<td>(72, 970)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Attack Missions

<table>
<thead>
<tr>
<th>ATTACK MISSIONS</th>
<th>HI ALT</th>
<th>HI ALT</th>
<th>HI-LO-HI</th>
<th>LO-LO-HI</th>
<th>LO ALT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>F</strong> (H)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) MK-28, MK-27, OR MK-43 INT.</td>
<td>1100</td>
<td>4.28</td>
<td>1320</td>
<td>5.36</td>
<td>1115</td>
</tr>
<tr>
<td>(4) 400 GAL D/T</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MK-28 (77, 589 LBS.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MK-27 (78, 799 LBS.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MK-43 (77, 012 LBS.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>G</strong> (H)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(4) MK-28, MK-43, OR MK-64</td>
<td>585</td>
<td>2.49</td>
<td>475</td>
<td>2.42</td>
<td>408</td>
</tr>
</tbody>
</table>
EFFECT OF SUPERSONIC DISTANCE ON COMBAT RADIUS

- Inbound AR can utilize full tanker capability

EFFECT OF MACH NUMBER ON COMBAT RADIUS

- Stabilized Mach no.

EFFECT OF S.L. DISTANCE ON COMBAT RADIUS

- LO-LO-HI MISSION

EFFECT OF MACH NUMBER ON COMBAT RADIUS N. MI.

- (1) Loading shown on reconnaissance and attack mission summary page

**Includes 10 N. MI. Store drop distance

○ Loading condition column number
HIGH ALTITUDE SUPersonic MISSION

1. WARM-UP, TAKE-OFF AND ACCELERATE TO CLimb SPEED.

2. CLIMB: ON COURSE TO OPTIMUM CRUISE ALTITUDE WITH MILITARY RATED THRUST

3. CRUISE OUT: AT ALTITUDES AND SPEEDS FOR MAXIMUM RANGE.

4. ACCELERATE: AT 35,000 FT TO 1.8M WITH MAX A/B

5. CLIMB AND RUN-IN: AT 1.8M WITH MAXIMUM A/B FOR 75 N. MI.

6. EXECUTE TURNAROUND: AT 1.33g AND 1.8M (TURN RADIUS 16 N. MI).

7. RUN-OUT: AT 1.8M WITH MAXIMUM A/B FOR 75 N. MI. (TOTAL DISTANCE AT 1.8M INCLUDING TURNAROUND = 200 N. MI.)

8. DESCEND AND DECELERATE TO CRUISE ALTITUDE AND SPEED.

9. CRUISE BACK: AT ALTITUDES AND SPEEDS FOR MAXIMUM RANGE.

10. RESERVE: 20 MINUTES AT SPEED FOR MAXIMUM ENDURANCE AT S.L. PLUS 5% INITIAL INTERNAL FUEL LOAD (ALL ENGINES OPERATING)

---

HIGH-LOW-HIGH MISSION

1. WARM-UP, TAKE-OFF AND ACCELERATE TO CLIMb SPEED

2. CLIMB: ON COURSE TO OPTIMUM CRUISE ALTITUDE WITH MILITARY RATED THRUST

3. CRUISE OUT: AT ALTITUDES AND SPEEDS FOR MAXIMUM RANGE

4. DESCEND TO S.L. (NO FUEL USED, NO DISTANCE GAINED)

5. RUN-IN: 50 N. MI. AT S. L. AT 0.90M

6. RUN-OUT: 50 N. MI. AT S. L. AT 0.90M

7. CLIMB: ON COURSE TO OPTIMUM CRUISE ALTITUDE WITH MILITARY RATED THRUST.

8. CRUISE BACK: AT ALTITUDES AND SPEEDS FOR MAXIMUM RANGE.

9. RESERVE: 20 MINUTES AT SPEED FOR MAXIMUM ENDURANCE AT S.L. PLUS 5% OF INITIAL INTERNAL FUEL LOAD (ALL ENGINES OPERATING)

---

GENERAL NOTES

1. Performance is based on Flight Test data (NA63H-2)

2. Mission time EXCLUDES TIME FOR WARMUP & TAKE-OFF AND 20 MIN LOTTER TIME

3. Cycle time is mission time plus 20 MINUTES S.L. LOTTER

4. Mission radius/mission time Naut. mi./hr. (820/3,18)

5. Mission radius/mission time Naut. mi./hr. (775/3,21)
HIGH ALTITUDE SUPersonic ATTACK

1. WARM-UP, TAKE-OFF AND ACCELERATE TO CLIMB SPEED.
2. CLIMB: ON COURSE TO OPTIMUM CRUISE ALTITUDE WITH MILITARY RATED THRUST
3. CRUISE-OUT: AT ALTITUDES AND SPEEDS FOR MAXIMUM RANGE
4. CLIMB: AT MAXIMUM RATE OF CLIMB WITH MILITARY THRUST, ON COURSE TO CRUISE CEILING
5. CRUISE-OUT: AT CRUISE CEILING, AT SPEED FOR MAXIMUM RANGE
6. DIVE: AT MAX A/B THRUST (10-DEGREE DIVE) TO 40,000 FT.
7. ACCELERATE: AT MAX A/B THRUST TO 1.5M
8. RUN-IN: AT 100 N. MI. FROM TARGET AND 1.5M INITIATE CLIMBING RUN-IN WITH MAX A/B THRUST
   RELEASE INTERNAL STORE; AND RETURN TO ALTITUDE FOR BEST RANGE (NO DISTANCE GAINED OR FUEL ACCOUNTED FOR)
9. CRUISE BACK: AT ALTITUDES AND SPEEDS FOR MAXIMUM RANGE
10. RESERVE: 20 MINUTES AT-SPEED FOR MAXIMUM ENDURANCE AT S. L. PLUS 5% OF INITIAL INTERNAL FUEL LOAD (ALL ENGINES OPERATING)

HIGH ALTITUDE ATTACK

1. WARM-UP, TAKE-OFF AND ACCELERATE TO CLIMB SPEED
2. CLIMB: ON COURSE TO OPTIMUM CRUISE ALTITUDE WITH MILITARY RATED THRUST
3. CRUISE-OUT: AT ALTITUDES AND SPEEDS FOR MAXIMUM RANGE
4. CLIMB: AT MAXIMUM RATE OF CLIMB WITH MILITARY THRUST, ON COURSE TO CRUISE CEILING
5. BOMB-RUN: CRUISE IN LEVEL FLIGHT 15 MINUTES AT NORMAL RATED THRUST
6. DROP BOMB:
7. EVASIVE ACTION: 2 MINUTES AT MAXIMUM SPEED WITH NORMAL RATED THRUST AT COMBAT ALTITUDE (NO DISTANCE GAINED)
8. ESCAPE AND RUN-OUT: 8 MINUTES AT MAXIMUM SPEED WITH NORMAL RATED THRUST
   (RETURN TO ALTITUDE FOR BEST RANGE IS ACCOMPLISHED DURING EVASIVE ACTION AND ESCAPE)
9. CRUISE BACK: AT ALTITUDES AND SPEEDS FOR MAXIMUM RANGE
10. RESERVE: 20 MINUTES AT SPEED FOR MAXIMUM ENDURANCE AT S. L. PLUS 5% INITIAL INTERNAL FUEL LOAD (ALL ENGINES OPERATING)
A-5C EXTERNAL STORES LOADING CHART

(2) FLASHER PODS (MOUNTS ON WING) AND (2) AERO 1A 400 GAL TANKS

(4) MK 83 G.P. BOMBS
(982 LBS)

(4) MK 84 G.P. BOMBS
(2025 LBS)

(4) MK 28 OR MK 43 SPECIAL WEAPON

(4) AERO 8A-1 PRACTICE BOMB CONTAINER (354 LBS.)

NOTE:
(1) ALTERNATE LOADING FOR EXTENDED RANGE REDUCES THE NUMBER OF STORES SHOWN FOR THE ATTACK CONFIGURATION BY ONE HALF AND REPLACES THEM WITH TWO 400 GALLON DROP TANKS AT W.S. 175.