

Citrus production down across nation

United Press International
WASHINGTON — The Florida and California orange crops now are estimated by the Agriculture Department at 25 percent below last season.

In a monthly crop estimate released Monday, the department's Crop Reporting Board predicted the Florida orange crop at 130 million boxes. The California crop estimate was 2 percent higher than last month, but a projected crop of 50 million boxes would be 25 percent smaller than the 1980-81 record harvest.

However, Texas orange production is up 41 percent. The state's orange production is now forecast at 6.1 million boxes, 2 percent over last month's estimate and 41 percent more than the 1980-1981 harvest.

The U.S. orange crop was forecast at 189 million boxes. This is virtually the same as the March forecast but is 23 percent less than the 1980-81 crop.

The board predicted that each box of Florida oranges will yield 1.28 gallons of juice, down

from last month's estimate of 1.29 gallons of juice and well below a January forecast of 1.41 gallons.

The Florida Valencia orange crop was expected to be 56 million boxes, unchanged from the March forecast, but 16 percent below the 1980-81 crop. Early and mid-season varieties were expected to total 74 million boxes, 1 percent below the March estimate and 30 percent less than last year's crop.

California's navel orange crop was expected to be 28 million boxes and the Valencia crop was put at 22 million boxes.

The department estimated the nation's grapefruit crop at 72.7 million boxes, up 7 percent from last season's harvest but 1 percent below the 1979-80 production.

The lemon crop estimate was 26.5 million boxes, down 1 percent from last month's forecast and 17 percent below last season's record.

Citrus estimates, with last season's harvest in parentheses, are:

Oranges: Arizona — 2.8 million boxes (2.6 million), including 1.9 million Valencias (1.7 million); California — 50.0 million boxes (66.2 million), including 22.0 million boxes (27.5 million) of Valencias; Florida — 130.0 million boxes (172.0 million), including 56.0 million boxes (66.8 million) of Valencias; Texas — 6.1 million boxes (4.3 million), including 2.4 million boxes (1.7 million) of Valencias.

Grapefruit: Arizona — 2.8 million boxes (2.8 million); California — 7.9 million boxes (4.3 million); Florida — 49.0 million boxes (50.3 million); Texas — 13.0 million boxes (6.7 million).

Lemons: Arizona — 7.0 million boxes (7.0 million); California — 19.5 million boxes (24.8 million).

Tangerines: Arizona — 850,000 boxes (700,000); California — 1.7 million boxes (1.9 million); Florida — 2.5 million boxes (3.0 million).

Estimate for other crops included in the report are:

— Spring potatoes: Production is forecast at 943,000 metric tons, virtually unchanged from last year's production, but 22 percent above the 1980 record low output.



Pump it up

The last thing Lisa Lipsum needed on Tuesday afternoon was a flat tire, but she got one anyway. However, Joe Sands of Mexico City, Mexico, was nice enough to stop and help her change. Lipsum is a floriculture department technician. Sands is a junior studying plant sciences.

staff photo by David...

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Air Force explains plane crashes

Thunderbird pilots not at fault

United Press International
Thunderbird One was roaring 178 feet above the scrub brush in the Nevada desert when Maj. Norman L. Lowry III began nosing his jet skyward into a loop at 448 mph.

Lowry, a native of Radford, Va., and a career Air Force officer, was known as an easy-going, popular man and a pilot with a reputation of "excellent hands" and the ability to "detect (flight)

errors or deviations quickly and to take immediate action to alter the outcome."

This was Lowry's 97th Thunderbird practice mission since he took command of the air demonstration team in September 1981.

The team's mission on Jan. 18 started with an 8:40 a.m. briefing. The weather was clear over Indian Springs Field. At 9:10 a.m. the pilots climbed into their cockpits and began their pre-flight checks.

Lowry, 37, took off at 9:35 a.m. The team performed seven aerobic maneuvers during the next 18 minutes.

At 9:53 a.m., Lowry and his

wingmen began their eighth maneuver, a line-abreast loop. Within one minute, four of the world's best pilots were dead. Lowry's teammates who died with him were Capt. William T. Mays, Ripley, Tenn. left wing-

At 9:53 a.m., Lowry and his wingmen began their eighth maneuver, a line-abreast loop. Within one minute, four of the world's best pilots were dead.

What happened in the last seconds of Lowry's life? Through the report, it's possible to reasonably reconstruct those moments.

The shoulder harness restrained Lowry at the top of the loop as he flew 6,692 feet above the Nevada desert. He was upside down at 161 miles per hour in a twin-engine T-38A Talon jet. The forces of speed and gravity exerted an invisible bear hug on him.

So far, so good. Lowry had hit the first half of the loop at 448 miles per hour, within four seconds had climbed to 3,400 feet and slowed to 334 mph. From there he "floated over the top" — the loop's halfway point.

He undoubtedly felt the familiar tickle, a slight vibration of the airframe. It was his signal to pull back the control stick between his knees to coax the jet out of the loop.

It was at the halfway point that the malfunction occurred. The malfunction never showed up in the "feel" of his stick, the crash report said.

Black digits on the altimeter stopped increasing, hung for a moment, then reversed direction and began decreasing — normal for an aircraft that just went from climbing to leveling to diving. Seconds later, the Talon's nose was pointed straight down in a 90-degree dive. Lowry was at 3,592 feet and flying 357 miles per hour. For the first time, he saw the brown desert directly below him and apparently recognized that he was headed down too fast and turning too slow.

He had less than six seconds to grasp the danger and what to do about it. Those six seconds would take him to 800 feet, no return point for pulling out of a steep dive. Below that was nothing any pilot could do.

Lowry tried. He wrote the throttle back to cut the control stick, snatched back with all his strength had to exert 115 pound pressure to pull it back as would go.

Lowry's desperate work, but too late.

The Talon roared past feet in a 50-degree dive, 400 miles per hour. Thunderbird One had been transferred from an aircraft into a 50-degree dive.

Less than one second Lowry plunged past the

What happened? Why?

foot "no return" point in a 90-degree dive. Lowry kept but at 670 feet, the Talon was in a 40-degree dive.

Three-tenths of a second later, Lowry plummeted 100 feet. That's where the Thunderbirds were supposed to level. But Lowry was in a 90-degree dive.

In another 1.3 seconds Thunderbird One hit ground tail first at 478 mph.

Norman Lowry had more than 3,325 hours of time. That's nearly 12 seconds. He flew the last seconds in a deathloop.

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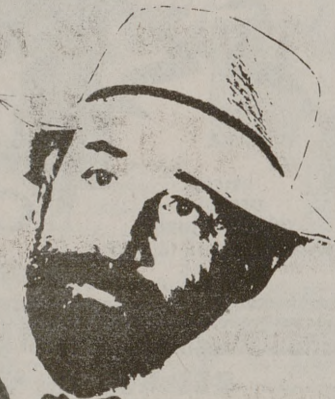
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man; Capt. Joseph N. Peterson III, Tuskegee, Ala., right wingman; and Capt. Mark E. Malancon, Dallas, slot pilot.

What happened? Why? Some of the answers are in a thick accident investigation report made public this month by the Air Force.

The Air Force conclusion: mechanical failure and follow-the-leader training caused the accident. The mechanical problem was a jammed stabilizer on the tail of Lowry's plane.

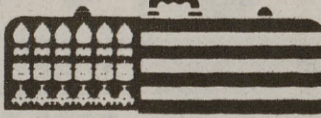
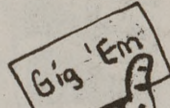
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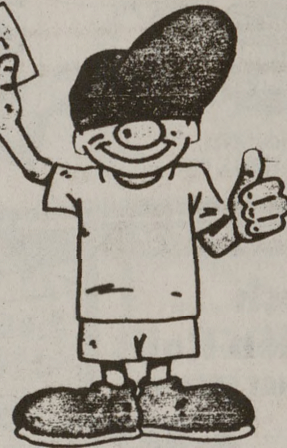
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