[MS-0398.030.014.004]

**ROBERT F. BOURQUE** **PROFESSIONAL ENGINEER**

**3754 MT. ASHMUN PLACE, SAN DIEGO, CALIFORNIA 92111** **(619) 455-2140**

March 16, 1993

Editor
San Diego Union-Tribune
PO Box 191
350 Camino de la Reina
San Diego, 92112-4106

Dear Sir:

Randy Cunningham's article (March 15) opposing the joint use of Miramar is so full of easily-deflated falsehoods that it actually underscores the viability of the concept. For example:

1. "Super-hot" F-14s and F-18s cool down near an airport because controllers tell them to. In fact, the F-14 flies the airport pattern at about the same speed as Boeing 767s and the F-18 can fly *even slower* than many commercial jets!

2. His parallel runway argument is a red herring. Another long runway can be easily built parallel to, and a little north of, the south fence. Looking westward, this runway would face more northerly. Looking eastward, it would diverge from the existing long runway. Aircraft approaching the two long runways would be miles apart until just before touchdown.

3. Commercial aircraft are so much quieter than the military jets - especially the F-18s, which are incredibly noisy - that they will hardly be noticed.

4. His notion that commercial aircraft would overfly University City and La Jolla at less than 1000' is nonsense. All Miramar aircraft now fly north of those areas, over the commercially-zoned Sorrento Valley and the relatively sparse Torrey Pines area, at 2000' altitude. They could go even higher if the controlled airspace where slightly modified. I have seen all types of aircraft - lumbering C-5As, B-52s, Navy DC-9s - make the turns needed from the existing runway. Those turns would be reduced to less than that now needed for the Mission Bay departure at Lindbergh if the runway mentioned above is built.

5. The 750 foot spacing between the existing parallel runways, that he says is insufficient for passenger jets, is exactly the spacing between the runways at San Francisco International. It is hard to remain patient with one who is so loose with the facts.

6. Even his scary notions about "nuggets" just learning to fly fighter jets can be tempered with a dose of reality. Sure, do that training elsewhere. But a lot of the planes in the existing touch-and-go pattern are flown by pilots with hundreds, if not thousands, of hours who need to maintain carrier landing proficiency. Yet another runway could be built for this activity. It would be parallel to the one proposed above and 1300' south of it, just along the south fence. Aircraft in that touch-and-go pattern would still be able to stay north of Route 52 and be well clear of the passenger jets.

Mr. Cunningham has an agenda that quite transparent: he is the Navy's mouthpiece. If we can all stop shouting and start looking at carefully thought-out facts, then it will be evident to anyone willing to listen that a plan for joint use of Miramar can be had that is viable and serves the best long-term interests of both San Diego and the military.

Sincerely,

Robert F. Bourque

cc: M. Larry Lawrence

Download of this portion is not publicly available due to copyright restrictions.

Contact Special Collections & University Archives for information about accessing this item.