210 knots easy to pull 2 g

160 knots is too hard to pull 2 gs

* Momentarily hit it but it would have to be pretty rapid

Ridge crossings

* Low level guidance is 300 ft (day low level), but can go less
  + But 50 ft low level, definitely need automation
* It is acceptable to be under 300 ft, cross over the ridge crossing line under 150 ft
* Nvg was 500 ft

You really need to focus on time, not bubble radius??

and you need to watch your wing tip- (your wing will drop when you do a bank)

need to get really accurate DTED, especially in mountain environment. Need it to

* Especially canyons!! To avoid radar, you need to fly through canyons—more and more concerned about radar with china and Russia (c-130 is not stealthy at all). Right on the line of death because you aren’t stealthy
* B-1 has lantern is all automated- they don’t go as low-Col Yoder

high tension power lines need to be taken into account of—that is someone

* If it possible to get account of power lines, that would be much better. It is super hard to see that in NVGs
* Having a system that could detect that would be more useful
* Do a canyon run. Follow the river. There are places where if you don’t turn, you will be in a pickle and your turn radius can’t handle it. Ask for a low level tac chart
* 210 knots indicated for canyon
* Weight- Rarely less than 110,000, rarely over 145,000. Maybe if you have jumpers, you might be a little lower, but not if you are carrying fuel to go farther.

60 bank level turn

Can pull up to 3 G, but bleed off your speed fast

* To give pilot control back--There is a go around button- it disconnects the auto pilot. It would be the best to use to override the autopilot.

Using a 6 DOF , didn’t take into account the dynamics or formation flying. All the degrees are coupled, so you really need 6 DOF. You really can’t just pull up.

-only need about a mile and a half nm looking out, that would be very helpful to avoid getting yourself into a pickle. They fly 3.5 miles a minute. 15 seconds ahead is plenty… You only need to be low enough to avoid radar.

..there are box canyons, but you shouldn’t be there in the first place.

This would be most useful for those who don’t pull hard enough. Save someone when they aren’t pulling enough g’s (not in a canyon, but in a normal place where the pilot is distracted, because the river places, the pilots are very aware of whats going on).

You need to be banking pulling

* 1. publication charts..—ask TPS or SPO. Call 418th flight test squadron for flight envelope data.