

# Re: FOBS as a Primary Motivator for Human Spaceflight

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*Source:* <http://sci.tech-archive.net/Archive/sci.space.history/2007-12/msg00545.html>

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- *From:* Pat Flannery <[flanner@xxxxxxxxxx](mailto:flanner@xxxxxxxxxx)>
  - *Date:* Thu, 20 Dec 2007 19:46:21 -0600
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Greg D. Moore (Strider) wrote:

Yeah, one of the excerpts from a pilot talks about how he missed his turn and ended up WAY off course.

Not surprising when you think about it, but it did mean that you really had to think about your flight path a bit more than when flying saying a Cessna. :-)

The mission was basically flown by a autopilot, the crew was there for takeoff and landing, refueling, and monitoring the aircraft systems...although the recon systems officer could use his sensors to look for targets of opportunity.

Hmm, hadn't heard about the -.2 limit, but I will say the +3.5 G was higher than I had thought (I thought it was closer to about 1/2 that.)

Check the graphs on that link...at full speed it's +2 G, and -.1G.  
You do not fly this aircraft inverted.  
They are very specific about that. :-)

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