1
00:00:01,320 --> 00:00:04,180
Landing in ER-2 NASA's civilian version

2
00:00:04,180 --> 00:00:06,880
of the Air Force's high-altitude U-2S

3
00:00:06,880 --> 00:00:08,780
plane can be tricky.

4
00:00:10,380 --> 00:00:13,440
Its wingsgive the aircraft glider like quality's.

5
00:00:13,440 --> 00:00:15,260
making it sensitive to crosswinds.

6
00:00:15,620 --> 00:00:18,020
The ascent and decent rates are fast

7
00:00:18,020 --> 00:00:20,320
and steep and since ts pilot

8
00:00:20,340 --> 00:00:21,820
must remain in a pressure suit

9
00:00:22,120 --> 00:00:23,840
sometimes for a long period of time

10
00:00:24,100 --> 00:00:27,100
even normal operations inside the ER-2

11
00:00:27,100 --> 00:00:28,380
can be difficult.

12
00:00:28,740 --> 00:00:30,020
It's hard for him to judge altitude

13
00:00:30,020 --> 00:00:31,260

in this particular aircraft

14
00:00:31,320 --> 00:00:33,340
and he has to actually stall the aircraft on

15
00:00:33,340 --> 00:00:34,380
every landing.

16
00:00:34,620 --> 00:00:36,060
The plane has to be in a full stall

17
00:00:36,060 --> 00:00:38,500
I'm basically his, uh, his co-pilot.

18
00:00:38,580 --> 00:00:39,520
basically in the car.

19
00:00:40,240 --> 00:00:42,100
That's where the Agency's recently acquired

20
00:00:42,100 --> 00:00:45,460
Dodge Charger Safety Chase car comes
into play.

21
00:00:45,460 --> 00:00:47,500
[sound of high-performance engine reving up]

22
00:00:47,660 --> 00:00:50,500
The specially designed vehicle driven by an
experienced

23
00:00:50,500 --> 00:00:53,520
ER-2 pilot also called mobile pilot,

24
00:00:54,100 --> 00:00:55,200
charges down the runway

25
00:00:55,200 --> 00:00:57,380

at high speeds as the driver calls out

26
00:00:57,380 --> 00:00:59,140
data to the ER-2 pilot.

27
00:00:59,780 --> 00:01:02,160
Things like distance in peak to the runway,

28
00:01:02,160 --> 00:01:04,760
taxiing details and any other critical

29
00:01:04,760 --> 00:01:06,960
information to help facilitate a smooth

30
00:01:06,960 --> 00:01:08,320
and safe landing.

31
00:01:08,320 --> 00:01:10,660
about 20 feet there's 10

32
00:01:10,660 --> 00:01:14,980
8...6...4...4...3...2

33
00:01:15,040 --> 00:01:16,340
A little right rudder

34
00:01:16,800 --> 00:01:18,280
1...0...right rudder.

35
00:01:20,280 --> 00:01:22,640
The Air Force has a history of relying on chase

36
00:01:22,640 --> 00:01:24,640
vehicles for landing safety.

37
00:01:25,360 --> 00:01:28,700
following their lead, Dryden's Airborne Science Program

38
00:01:28,720 --> 00:01:30,620
has leased the government-owned Charger

39
00:01:30,630 --> 00:01:33,480
for five years and managers say the car has