reentry heating,bioastronautics, astronomy, digital computers, and space environment--plus the more down-to-earth systems management course.

The flying curriculum of phase II brought the students on up to high-performance and unusual aircraft. Some were conventional aircraft modified to handle and fly like research vehicles.

One of these was the NF-106B. Inside this aircraft, an analog computer changed the feel of the controls and the flight parameters to simulate a number of flight vehicles selected by the school. This, in an economical way, the students could acquire the equivalent of flight experience in these vehicles.

The schools NF-104's had a 6000-pound-thrust rocket engine installed in the tail and hydrogen-peroxide jet controls in the nose and wingtips. They therefore had the principal characteristics of a rocket plane; and in fact, after zooming like one to 110,000 feet, they were often brought down with a "dirty" lift-to-drag-ratio configuration (gear, takeoff flaps, speed brake out and engine power cut) in order to simulate the reentry of an X-15.[8/]

By graduating from the Aerospace Research Pilot School's phase II, the students joined one of the most select groups in the Air Force--the test and research pilots. Some went on to become astronauts (41 of the U.S.'s astronauts were alumni of the school), but most stepped into careers as test pilots, then managers, in test and research programs, one of the critical phases in the building of an military air arm.

Future Plans.[12/] In early 1971, the school submitted to AFFTC headquarters an input for the center's five-year plan which set forth the expected future trends and needs of the school.