"...Next, the designer must employ various methods to keep the pilot from exceeding the limitations!"

(from a sure tech lecture by "Shane" Reaves)
YEA AND SHE FELT KINDA FUNNY AFTER I ROLLED HER FAST A FEW TIMES...........

SHE LOOKS KINDA FUNNY, SIR.

DURING MICON ROLLS, AIRBOARDS ON THE EMBARRAS ARE REVERSED TO ROLL-RAPE AND SLIP...
Acceleration Limitations

It's like that: Below 4000 it's OK to pull 7 G's with the gum, but if the altitude is greater than 40 angels, it's NOT OK, and the limit is based on 88 angels any how, but if the Mach number is smaller than .9, then it's OK again, provided there's no rolling, 'cause then it's NOT OK and you can pull them G's with 'em flaps but not when she's clean and furthermore if there's rolling and yawing, it's a different story, and the limit above 40 angels can simply be calculated as follows: You take the desired G's, say 7, you divide it by 3.14, then multiply by the age of the formation leader, subtract the number of his kids, then find the square root of ... well, well, I guess I go for a ride on this thing... simpler if you know what I mean, men?

*Or maybe it's the other way around*
PITCH-UP

"Snake" sez:
Are go up in the sea,
Pull back on the stick.
"Snake" sez:

If it feels like you've fallen into a crazy mixed-up tumbling machine - you're probably in a...
"Snake" sez:

Smooth rotation and steady gauges
And no response to control manipulation, all add up to
Flat spin!
"MINIMUM 245 KIAS....
PLUS 5 FOR THE KIDS
PLUS 5 FOR MY WIFE
PLUS 5 FOR MY LIFE
"MAKES 260KIAS."

LUGH!
LOW KEY 8000 FT

REMEMBER, LIFE-LOVER!
① THIS S.O.B. LOSES SPEED R.D.G.
② SPEED IS THE "ONLY" SAFETY MARGIN
    YOU HAVE;
③ ON F.O. LANDINGS, NURSE YOUR
    SPEED LOVINGLY, CAUSE IF YOU
    DON'T, YOU WILL NOT LOVE ANYTHING ELSE"
GEE!! IT LOOKS LIKE THE HOOK WORKED REAL FINE!!
HIGH Sink RATES on FINAL Approach
BRING ABOUT SUCCESSFUL OIL DIG-
GING TECHNIQUES, BUT UNFOR-TU-
NATELY THE F-K4 WAS NOT
DESIGNED FOR THIS PURPOSE.

GEE! IT LOOKS LIKE
I'VE FOUND OIL...
Snake sez: To eliminate the "Sprinks, Sprangs, Sprongs"

Papa Tango, you were not repeat not cleared for an acrobatic pass.

Of a crosswind landing—just set her down flat—in a crab!!
DOUBLE-DOUBLE
ATTACK SYSTEM

“Snake” sez:
Use Riccioni’s double attack system, Tigers —
and they’ll think they’ve been bounced by a
whole squadron!

Holy cow, Miners! They’ve got U.S.
Outhum beree!!!
INTERCEPT PROFILE WITH ENERGY MANAGEMENT

WHAT'S AMATTER, ACE - FORGOT TO READ THE LATEST 'SNAKE'S' LECTURE?

ALMOST 1 HOUR LATER... 

ROUTE CYCLING BOUND

750 KNOTS E.A.S.

ALTITUDE

50,000

35,000

30,000

25,000

20,000

15,000

10,000

MACH No.

.6

.8

1.0

1.2

1.4

1.6

1.8

2.0

2.2

SNAKE SEZ:
RIDE THE T2 LINE, TIGERS, AND YOU'LL GET THERE FIRSTEST.
"Snake" sez: Tigers, the name of the game is a high Mach and clean fans!
Snake sez -
Wing tip clearance in formation is not just a safety requirement -
it also keeps you from snap-rolling out of position.

I say -
I think you lost me lead!
"Snake" Sez:

The bow wave from the lead plane is not like those curling beauties at Malibu Beach. Also, tiger, the 104 does not handle like a surf board!
"Snake" sez: Use a smooth technique, ace – and you’ll avoid that "glued to the runway" feeling!

Aw... come on, sweetheart! Don't you want to fly?!!
**Jet Wash**

Snake Sex.
There is only one technique for Jet Wash. Avoid it!

...UHHH...
Tower 1 is No. 2 cleared for an inverted go-around.
HOLY KRUSCEY, WHAT A CRAZY CAPITALISTIC MANOEUVRE!

"SNAKE" SEZ:
OVERRIDING THE KICKER AND PITCHING-UP MAY IMPRESS THE FOE — BUT YOU'LL LOSE THE FIGHT!

BEATS ME, LEAD - I'M HAVING ENOUGH TROUBLE JUST STAYING IN FORMATION.

WHERE'D THEY GO?
WHERE'D THEY GO?
FORMATION FLYING

"Snake" sez:
While flying in trail or slot position—don't put your tail in the exhaust of the lead or you'll probably put your nose through his tail.