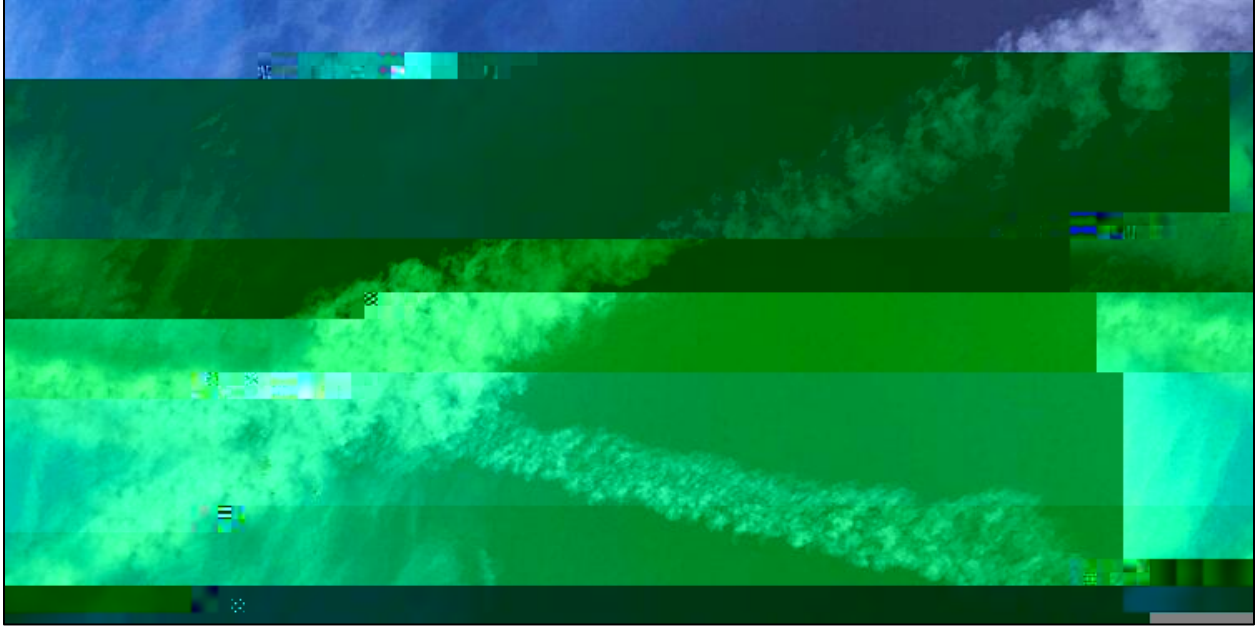


Hqt 'vj g'O qlcxg'Vguv'Rkqv'u'vj g'Um{ 'J cu'P q'Nlo ku

by Francesco Militello Mirto ([EmmeReports](#))



With twenty plus years of service, **Captain Pete ðO cxgt lenö Mitchell** continues to fly as a **Test Pilot** with the **VX-31 Squadron**. From the Mojave Desert, the most famous naval aviator in the world, whose cinematic exploits have influenced the lifestyle and professional choices of many young aviators, takes off to test the Darkstar, a mysterious stealth aircraft. Despite the Pentagon's ban, which has decided to suspend the project, Maverick takes the jet to its limit, first reaching Mach-9 and then pushing it to Mach-10. An epic scene, whose photography and music by Hans Zimmer rekindles the passion of us "boys" of 1986.

*James E. Brown III, NTPS President, CEO and Fixed Wing Test Pilot Instructor
- Copyright Photo NTPS*

But as **James E. Brown III**, President, CEO and Fixed Wing Test Pilot Instructor at **NTPS**
(National Test Pilot School) said,

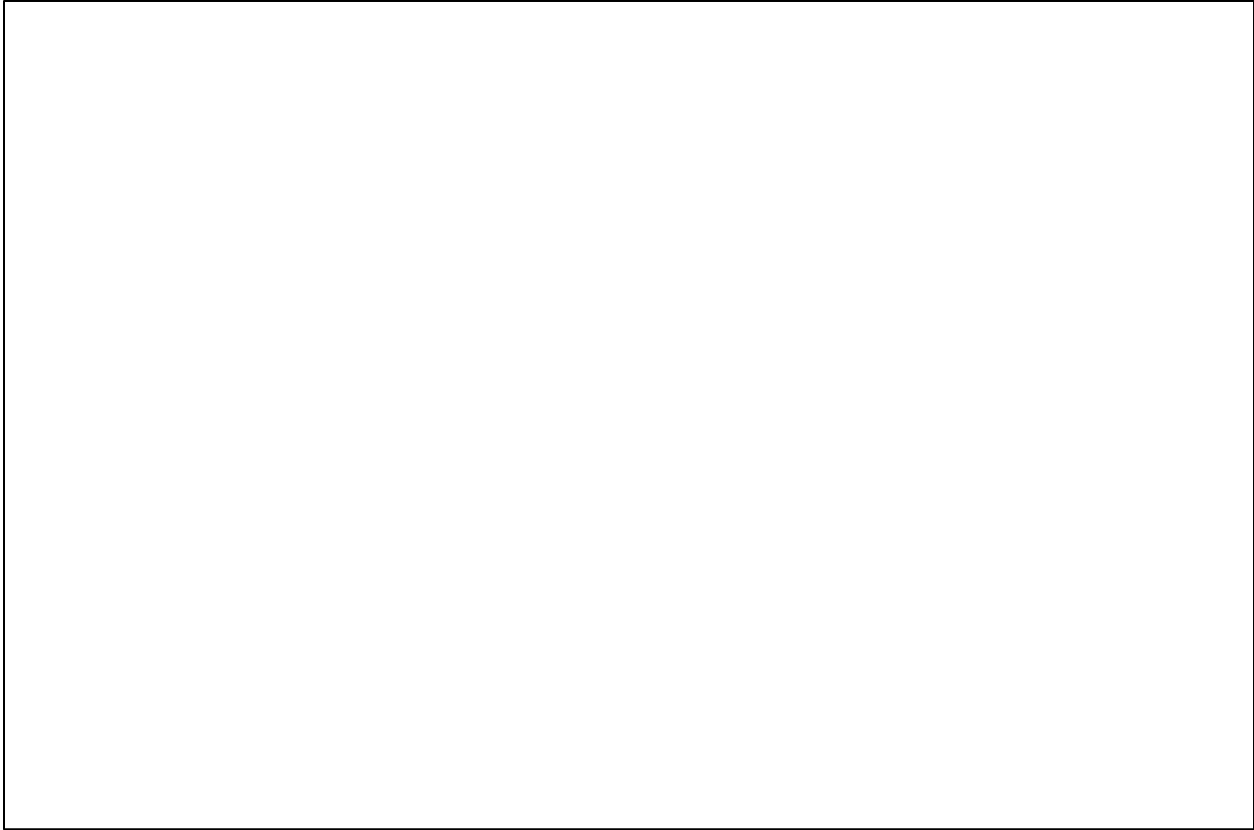
*James E. Brown III, NTPS President, CEO and Fixed Wing Test Pilot Instructor
- Copyright Photo NTPS*

steal this sentence from Jon Beesly, who was the first pilot to fly the F-35, 'Tom Cruise was pretending to be me, not the other way around'. They have done some things right, but others are patently wrong continued the NTPS president. a Test Pilot to arbitrarily exceed the limits of the Mach integer test (Mach 10 versus Mach 9) is pure Hollywood, designed to create drama and entertainment. In real life, if the goal were Mach 10, it would be achieved in small incremental steps, methodically increasing airspeed, Mach, dynamic pressure and temperature. After each stage, a meaningful analysis would be conducted to assess the condition of the aircraft and whether it is prudent to move on to the next stage. It's a tedious process that doesn't have much entertainment value. In both the Fighter Pilot and Test Pilot worlds, some of the in-flight activities presented for entertainment purposes would be career (or life) end moves in real life .



*CDR Andrea Pingitore, Chief RW Test Pilot Instructor and Safety Manager of NTPS
- Copyright Photo NTPS*

"I oversee execution of theoretical activities, in simulators and in flight on helicopters, for our students who attend the one-year Professional Course and for students who join us only for short courses of 2-3 weeks." Pingitore explained. also the NTPS Safety Manager, so I'm responsible for in-flight safety for all aircraft, fixed-wing and rotary-wing, and flight crews. NTPS has 7 helicopters of 5 different types, A-109, UH-1N BO-105, OH-58 and EC-145 and I am qualified and trained on all. In addition to these, we periodically lease other helicopters to give our students more exposure on more vehicles, and of course I often fly as an instructor on these aircraft .



An NTPS UH- - Copyright Photo NTPS

Andrea Pingitore was also Commander of the Italian Naval Aviation Test & Evaluation Center, where he carried out several flight tests on the EH-101 and SH / MH-90 and on their interoperability with naval units. Since working at NTPS, he has flown in a dozen helicopters, but also in fixed-wing aircraft.

An NTPS OH-58 in flight - Copyright Photo NTPS

The Italian Naval Aviator is also a professor as well as a test pilot. *always recommend studying the aircraft before flying it, because it is essential to know the design characteristics of each aircraft before evaluating it.* *"I also remind the students that the most important moment in the evaluation of a new aircraft is limited to the first 30 minutes of flight, where the discrepancies of the aircraft can be better recognized, because after about 30 minutes the pilot begins to compensate with his experience with defects in flight qualities. The last piece of advice I give is to always remain humble when you become a Test Pilot or Flight Test Engineer.*

The Italian Test Pilot is 44 years old and continues to study, deepen and keep his mind trained. *"We must never stop dreaming and aiming higher and higher, the limit is the sky, which in itself has no limits."* His motto is *your standard high and don't stop till you get there*

Katelyn Gunderson, an aerospace engineer with more than 360 flight hours and a member of the American Institute of Aeronautics and Astronautics (AIAA) and the Society of Flight Test Engineers (SFTE),

Katelyn Gunderson Graduate Assistant at NTPS - Copyright Photo NTPS

She is currently attending and working at NTPS

Katelyn Gunderson, NTPS Graduate Assistant - Copyright Photo NTPS

*"My big dream is to flight test as an astronaut one day!" Katelyn told EmmeReports.
National Test Pilot School is the world's first accredited test pilot*

The Mojave Air & Space Port gateway - Copyright Photo NTPS

Captain **Chuck Yeager** is flying over the Mojave Desert to try again to break through the sound barrier. The air provides enormous resistance at over 1000 kilometers per hour, the controls are blocked, the aircraft is shaken by often uncontrollable vibrations. The power of the rockets may not be enough, and the aerodynamics of the Bell X-1 may not cope. But Test Pilot Yeager never gave up. He fires the rocket engine and blasts past Mach-1, which is 1,224 kilometers per hour. He is the first man to break the sound barrier and the fastest driver in the world! From that moment