



## X-59 UNVEILED



Photos by NASA/Steve Freeman

NASA and Lockheed Martin publicly unveil the X-59 quiet supersonic research aircraft at a ceremony at Lockheed Martin's Skunk Works facility in Palmdale, California. Below, NASA's X-59 quiet supersonic research aircraft sits on Lockheed Martin Skunk Works' ramp at sunrise, shortly after painting in Palmdale, California.

### Ground test next for quiet supersonic aircraft

NASA and Lockheed Martin formally debuted the agency's X-59 quiet supersonic aircraft on Jan. 12, 2024. Using this one-of-a-kind experimental airplane, NASA aims to gather data that could revolutionize air travel, paving the way for a new generation of commercial aircraft that can travel faster than the speed of sound.

"This is a major accomplishment made possible only through the hard work and ingenuity from NASA and the entire X-59 team," said NASA Deputy Administrator Pam Melroy. "In just a few short years we've gone from an ambitious concept to reality. NASA's X-59 will help change the way we travel, bringing us closer together in much less time."

Melroy and other senior officials revealed the aircraft during a ceremony hosted by

prime contractor Lockheed Martin Skunk Works, at its Palmdale, California facility.

The X-59 is at the center of NASA's Quesst mission, which focuses on providing data to help regulators reconsider rules that prohibit commercial supersonic flight over land. For 50 years, the U.S. and other nations have prohibited such flights because of the disturbance caused by loud, startling sonic booms on the communities below. The X-59 is expected to fly at 1.4 times the speed of sound, or 925 mph. Its design, shaping and technologies will allow the aircraft to achieve these speeds while generating a quieter sonic thump.

"It's thrilling to consider the level of ambition behind Quesst and its potential benefits," said Bob Pearce, associate administrator for aeronautics research at NASA Headquarters in Washington. "NASA will share the data

and technology we generate from this one-of-a-kind mission with regulators and with industry. By demonstrating the possibility of quiet commercial supersonic travel over land, we seek to open new commercial markets for U.S. companies and benefit travelers around the world."

With rollout complete, the Quesst team will shift to its next steps in preparation for first flight: integrated systems testing, engine runs, and taxi testing for the X-59.

The aircraft is set to take off for the first time later this year, followed by its first quiet supersonic flight. The Quesst team will conduct several of the aircraft's flight tests at Skunk Works before transferring it to NASA's Armstrong Flight Research Center in Edwards, California, which will serve as its base of operations.

"Across both teams, talented, dedicated, and passionate scientists, engineers,



and production artisans have collaborated to develop and produce this aircraft," said John Clark, vice president and general manager at Lockheed Martin Skunk Works. "We're honored to be a part of this journey to shape the future of supersonic travel over land alongside NASA and our suppliers."

Once NASA completes flight tests, the agency will fly the aircraft over several to-be-selected cities across the U.S., collecting input

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NASA test pilots Nils Larson (left) and Jim "Clue" Less (right), and Lockheed Martin test pilot Dan "Dog" Canin pose with the newly painted X-59, as it sits on the ramp at Lockheed Martin Skunk Works in Palmdale, California.





# B-21 HAS STEALTHY FIRST FLIGHT

By **KC Rawley**  
Aerotech News

When the B-21 Raider had its rollout Dec. 2, 2022, in front of 600 VIPs and Northrop Grumman employees who built it, everyone was looking forward to the next milestone: first flight.

But there would be no assembled press for the occasion.

Instead, Antelope Valley plane spotters started posting to social media and texting their friends: without fanfare, the long-awaited bomber was on the wing.

On Nov. 10, 2023 a freelance photojournalist posted a video on X of the stealthy B-21, and the Air Force confirmed that it was indeed the Raider's first flight.

Now, only three months after first flight, the Department of Defense has green-lit production. In a statement on the company's website, "the Northrop Grumman B-21 Raider has entered low-rate initial production. Our team received the contract award after B-21 entered flight testing within the program baseline schedule. Our production representative test aircraft indicated readiness for production, achieving all flight performance and data requirements."

Production of the B-21 stealth bomber is moving forward," DoD undersecretary William LaPlante said in a statement. "This past fall, based on the



Photo by Northrop Grumman

Developed with the next generation of stealth technology and an open systems architecture, the B-21 Raider will serve as the backbone of America's bomber fleet.

results of ground and flight tests and the team's mature plans for manufacturing, I gave the go-ahead to begin producing B-21s."

The Air Force has said it plans to order 100 of the long-range bombers to replace the aging B-1 Lancer, and the B-2 Spirit, making a two-bomber fleet with the B-21 and re-vamped B-52s. The Air Force has awarded Rolls-Royce the contract for their F130 engine to replace the TF33-PW-103, with work to be done by Boeing, who built the original B-52, according to the USAF website.

According to Northrop Grumman, the B-21 Raider "will provide the United States with a strategic asset capable of penetrating enemy air defenses and

reaching targets anywhere in the world — something approximately 90 percent of the nation's current bomber fleet is incapable of doing."

United States Air Force strategic planner and former Northrop Grumman analyst Dr. Christopher Bowie was quoted by Forbes from a recent paper that the B-21's radar signature "should feature a smaller radar signature than the B-2 bomber." Which could be considerably smaller, considering the USAF has said the B-2 "has the radar cross-section of an insect."

That stealthiness has given rise to talk about how the B-21 might figure strategically in countering new military build ups in the Asian Pacific region by

China and North Korea, and also what bases and allies might host the B-21. A report released this month in London-based International Institute for Strategic Studies (IISS) identified four possibilities for B-21 locations: Anderson Air Force Base, Guam, and the Royal Australian Air Bases in Darwin, Townsville and Amberley.

"The spread of long-range strike capabilities could play a stabilising role by helping to maintain the regional balance of power, thereby boosting deterrence against any temptation towards military adventurism that may arise in Beijing following China's advances in conventional- and nuclear-missile technology," said the IISS report.

## 10 facts about the B-21 Raider

When it comes to delivering America's resolve, the B-21 Raider will provide the Air Force with long range, high survivability, and mission payload flexibility. The B-21 will penetrate the toughest defenses for precision strikes anywhere in the world. Here are 10 key facts about Northrop Grumman's B-21 Raider.

**1. Sixth Generation.** The B-21 Raider benefits from more than three decades of strike and stealth technology. It is the next evolution of the Air Force strategic bomber fleet. Developed with the next generation of stealth technology, advanced networking capabilities and an open systems architecture, the B-21 is optimized for the high-end threat environment. It will play a critical role in helping the Air Force meet its most complex missions.

**2. Stealth.** Northrop Grumman is continuously advancing technology, employing new manufacturing techniques and materials to ensure the B-21 will defeat the anti-access, area-denial systems it will face.

**3. Backbone of the Fleet.** The B-21 Raider forms the backbone of the future for U.S. air power. The B-21 will deliv-

er a new era of capability and flexibility through advanced integration of data, sensors and weapons. Capable of delivering both conventional and nuclear payloads, the B-21 will be one of the most effective aircraft in the sky, with the ability to use a broad mix of stand-off and direct attack munitions.

**4. A Digital Bomber.** The B-21 is a digital bomber. Northrop Grumman uses agile software development, advanced manufacturing techniques and digital engineering tools to help mitigate production risk on the B-21 program and enable modern sustainment practices. Six B-21 Raiders are in various stages of final assembly and test at Northrop Grumman's plant in Palmdale, California.

**5. Cloud Technology.** Northrop Grumman and the Air Force successfully demonstrated the migration of B-21 ground systems data to a cloud environment. This demonstration included the development, deployment, and test of B-21 data, including the B-21 digital twin, that will support B-21 operations and sustainment. This robust cloud-based digital

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## B-21 namesake of Doolittle Raid mission

On April 18, 1942, 80 men and sixteen B-25 Mitchell medium bombers set off on what some said was an impossible mission, to change the course of World War II. The actions of these 80 volunteers, led by then Lt. Col. Jimmy Doolittle, were instrumental in shifting momentum in the Pacific theater and setting the stage for victory at the Battle of Midway.

These men, dubbed the Doolittle Raiders, launched sixteen B-25s off the flight deck of the USS Hornet. This marked the raid as catalyst to many future innovations in U.S. air superiority from land or sea. That bold, innovative and courageous spirit of the Doolittle Raiders has been the inspiration behind the name of America's next generation bomber, the B-21 Raider.

**Who was Jimmy Doolittle?**

A Medal of Honor recipient, General James H. Doolittle was pioneering holder of speed records, leader of first aerial attack on the Japanese mainland, and famed World War II air commander.

Doolittle was born in Alameda, Calif., in 1896. James "Jimmy" Doolittle was educated in Nome, Alaska, Los Angeles Junior College, and spent a year at the University of California School of



Photo by media.defense.gov

General James H. Doolittle

Mines. He enlisted as a flying cadet in the Signal Corps Reserve in October 1917 and trained at the School of Military Aeronautics, University of California, and Rockwell Field, Calif.

He was commissioned a second lieutenant in the Signal Corps' Aviation Section March 11, 1918.

In April 1934, Doolittle became a member of the Army Board to study Air Corps organization and a year later was transferred to the Air Corps Reserve. In 1940, he became president of the Institute of Aeronautical Science. He went back on active duty July 1, 1940

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# College Readiness Program launched

The National Math and Science Initiative (NMSI) is launching its College Readiness Program (CRP) in partnership with Muroc Joint Unified School District (Muroc JUSD), which serves Edwards Air Force Base.

“The collaboration between NMSI and Muroc JUSD stands as a beacon of support, empowering students with enriched educational experiences. Through this partnership, students at Desert Junior-Senior High School and Boron Junior-Senior High School, both military-connected institutions, gain access to specialized resources and tailored programs under the College Readiness Program. By combining the expertise of the National Math and Science Initiative with the commitment of the school district, this alliance significantly enhances opportunities for students, fostering a conducive environment for academic success in the domains of science, technology, engineering, and mathematics (STEM),” said Dr. David Ellms, Intervention and Categorical Coordinator, Muroc Joint Unified School District.

Students with family members serving in the military move in average six-to-nine times during elementary and secondary school years. NMSI’s CRP leverages the College Board’s proven Advanced Placement framework, preserving local control and creating consistent learning across schools. That means students are on pace from their first day in a new school, making each move a little easier.

“We are excited and extremely thankful for this STEM investment by NMSI in our local Muroc JUSD. Investing in STEM education is not just an investment in our students, it’s an investment in the future resilience and problem-solving capabilities of our society. Given that our young students today will be solving the complex challenges that our society faces tomorrow, a strong foundation in STEM education is paramount to our future prosperity.

“I know that NMSI’s investment in our military-connected schools will prove to have a strategic return on our future. Edwards AFB is committed to our schools, our families, the importance of STEM education, and we are grateful for NMSI’s willingness to continue this partnership by investing in our students,” said Col. Doug Wickert, 412th Test Wing Commander.

“NMSI’s college readiness program has proven to be exemplary in engaging students in STEM, especially students who are historically underrepresented in these subject areas,” said Louie Lopez, DOD STEM Director. “The Department of Defense offers



Courtesy photos

unique and immersive internship and career opportunities across the Defense laboratories and centers, including uniformed and civilian roles. STEM skills – such as critical thinking and problem solving – are required for those opportunities and set the foundation for success across other careers and personal endeavors.”

## About NMSI

National Math and Science Initiative is an education nonprofit with a presence in 40 states. NMSI has served more than 1,800 U.S. high schools to improve student access and achievement in STEM education through teacher training, collaboration with campus leaders and student-focused resources. Schools that participate in the NMSI College Readiness Program see immediate and dramatic increases in the number of students taking Ad-



Muroc Joint Unified School District receives funding for its National Math and Science Initiative College Readiness Program from the Department of Defense STEM. Muroc Joint Unified School District serves Edwards Air Force Base.

## About DSEC

The Defense STEM Education Consortium (DSEC) is a collaborative partnership between academia, industry, not-for-profit organizations and government that aims to broaden STEM literacy and develop a diverse and agile workforce with the technical excellence to defend our nation. DSEC partners offer educational programs, internships, and scholarships for students and many career development opportunities for educators. To learn about DSEC partners, visit <https://dodstem.us/about/partners/>.

## About DoD STEM

The U.S. Department of Defense’s STEM Education and Outreach programmatic initiatives seek to inspire, cultivate and develop exceptional STEM talent across the education continuum to create a diverse and sustainable STEM talent pool ready to meet current and future defense technological challenges. For more information, visit <https://dodstem.us/> follow @DoDSTEM on social media.

vanced Placement exams and earning qualifying scores.

NMSI seeks to give access to high-quality, college-level coursework for all students, particularly those underrepresented in STEM programs, who are often Black, Latino, and female students. NMSI has served more than 300 U.S. schools with significant enrollment among military-connected students. Learn more at [nmsi.org](https://nmsi.org).

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# One minute and 28 seconds

By Maj. Mike Stolt  
97th Flying Training Squadron

**SHEPPARD AIR FORCE BASE, Texas** — *Editor's note: This editorial was first published on the Official United States Air Force website in 2006.*

It was a hot Tuesday afternoon. I was leaving Bldg. 402 after updating my base vehicle sticker.

As I walked toward the double-glass doors leading to the parking lot, I encountered a small group of people standing just inside the door — two Airmen, a civilian employee and one captain. As I reached for the door, the captain said, "You don't want to go out there right now."

I looked out and saw traffic stopped and several people standing in the hot July sun, gazing westward, some saluting, some standing at attention and some with their hands laid on their chests.

No, I don't really want to go out there right now. I looked at my watch — 4:30 p.m.

I stood with the group that now numbered five. No one spoke. One Airman made a call on her cell phone, the other shifted his gaze back and forth between his shoes and the wall. The captain sifted through a folder of papers. The civilian and I watched through the glass doors as

a technical sergeant stood at attention, saluting ... a sweat ring growing on his back. It seemed to go on forever.

The base loudspeakers squeaked out the last recorded notes of the national anthem. The cars rolled forward; the technical sergeant lowered his salute. The civilian pushed our door open and walked out. The rest of us followed. When the heat hit me, I felt fortunate that my timing had kept me inside during the long ceremony.

I thought about that day for weeks. Images of the episode flashed through my mind as if I'd witnessed a crime — the plate-sized sweat ring, the glow of the cell phone on the Airman's cheek, the civilian's hand resting on the door handle, the glare of the sun, the heat.

I recently read an article about the war on terror and learned that we average 2.35 Americans dead and 10 wounded every day in the area of responsibility. That day leapt back into my thoughts. A few hours of research helped me identify the date — July 14, 2005.

On July 14, 2005, 23-year-old Cpl. Chris Winchester and 22-year-old Cpl. Cliff Mounce were killed when their vehicle was targeted by an improvised explosive device in Baghdad.

On that day, 21-year-old Pfc. Tim



Photo by Samuel King Jr.

A first sergeant salutes the flag during a retreat ceremony conducted at Eglin Air Force Base, Fla.

Hines Jr. died when an IED hit his Humvee.

On that day, 34-year-old Staff Sgt. Tricia Jameson was killed by a secondary IED while she was treating a victim of the primary IED. She, Chris Winchester and Cliff Mounce all died in Trebil. We can assume she was treating Chris, Cliff or another in their group. She volunteered

to go to Iraq and had been in-country three weeks.

On that day, four American Soldiers died in Iraq and numerous others were wounded.

On that day, four families were plunged into mourning.

On that day, I flew one sortie, sifted through e-mail, updated my base vehicle

sticker, and hid from the heat behind a glass door.

Why does it matter that I avoided participating in retreat? Some may think it's silly symbolism, that it's not real. An aircraft is real. A computer, a vehicle sticker — they're real.

I believe that anything that you allow to move you, or that inspires those around you to search their hearts, is as real as the bomb that tore Chris Winchester's body apart that summer. Anything that forces an entire base to stop and listen to their thoughts for a while is real. Anything that causes you to pause and acknowledge that American Soldiers may be under fire as you listen to the national anthem is real.

As we five stood inside that doorway, the Soldiers killed and wounded that day may have been bleeding, screaming, and dying in the sand.

If my timing is ever again as perfect as it was that day, I'll be prepared. I'll be ready with, "Yes, I do want to go out there right now." You may not come with me, but I'll bet you think about it for weeks.

If I had stepped outside to pay respect to the flag and to the four Soldiers who died that day, how long would it have taken?

One minute and 28 seconds.



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# New Reimbursement for pet travel fees

The new year 2024 brings a new entitlement for personnel with pets during a PCS move, according to [www.af.mil](http://www.af.mil). Service members and families may now submit associated expenses for reimbursement during their PCS voucher process. The entitlement is for only one pet (dog or cat) and is limited to \$2,000 for an overseas move or \$550 for movement within the United States. Travelers using AMC Patriot Express missions will receive a memo receipt for pet travel fees. Please ensure you receive a receipt for your pet's travel fees during check-in for your flight.

The following information is from the Air Mobility Command travel site. For more details go to: <https://www.amc.af.mil/AMC-Travel-Site/>

## PET TRAVEL INFORMATION

PCS passengers can book their dogs and cats on AMC Patriot Express flights. Movement expenses must be paid by the owner. For more information about pet reservations, contact your local transportation office.

## DOD PET TRANSPORTATION GUIDELINES

- Pet movement is limited to passengers in PCS status only.
- Pet space is very limited on AMC Patriot Express flights.
- Pet spaces are booked on a first come, first served basis.
- To book pet spaces, contact your local Traffic Management Office/Installation Transportation Office as early as possible.
- Orders are not required at time of booking.
- Reservation limits: Two pets per family.
- Pets must be accompanied by their owner and transported at owner's expense.

*Note: Eligible travelers must work directly with their Traffic Management Office (TMO) or Installation Transportation*



U.S. Air Force photo by Airman 1st Class Taylor D. Slater

Otis waits to check-in at the Ramstein Passenger Terminal, Ramstein Air Base, Germany, May 29, 2020. Pets must remain in their kennels while in the terminal or public areas.

*Office (ITO) to book pet reservations. AMC does not have the authority to provide an Exception to Policy, for DoDI 4515.13, Air Transportation Eligibility. An Exception to Policy request must be submitted through the traveler's service headquarters and receive final approval from the Office of the Under Secretary of Defense.*

## PET TRAVEL DOCUMENTS

AMC Pet Pamphlet - (As of 20 October 2023)

Provides information to assist for the transportation of pets aboard AMC Patriot Express (PE) flights in conjunction with Permanent Change of Station (PCS).

AMC Pet - Risk Acknowledgement Document (RAD) - (As of 13 Dec 2022)

Pet owner acknowledgement of the risks associated with air travel, especially for Brachycephalic (Short-Nosed) breed pets.

(Print, Read & Sign RAD. Present to Passenger Service Agent during Check-in)

Pet Dogs and Extreme Heat Info

Information about your pet's health and their exposure to extreme heat.

Statement of Assurance for Service Animals

Service Animals: Statement of Assurance is required no later than 48 hours prior to aircraft departure.

## PET CHECK-IN

- Check-in time for AMC flights at Baltimore/Washington International Airport is no later than two hours and 20 minutes prior to flight departure.
- Check-in time for AMC flights at Seattle-Tacoma International Airport is no later than three hours and 20 minutes prior to flight departure.
- Contact your local transportation office or AMC Passenger Terminal for more information.

*Note: Passengers on Patriot Express missions may check in up to six hours prior to departure; but, due to limited pet storage space, you must retain custody of your pet until 45 minutes prior to boarding unless there is a suitable holding area available. All pets must remain in their kennel or shipping container while in public or terminal areas.*

## PET IMMIGRATION

For pets and service animals, contact your local transportation office.

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# Valley's celebrated senior Marine, WWII vet, dies at 98

by **Dennis Anderson**  
special to Aerotech News & Review

**PALMDALE** — It was a choice many young men of earlier generations needed to make quickly: some form of reform school, jail, or join the military.

For Palmer Andrews, a teenager raised haphazardly in the tough neighborhood of Chavez Ravine long before Dodger Stadium was built, it was a choice he made about a year after the Empire of Japan bombed the U.S. fleet at Pearl Harbor on Dec. 7, 1941.



Courtesy photos

Palmer Andrews during World War II

"I decided my needs might be better met in the military," Andrews recalled. "I liked the uniform, so I joined the Marines."

Andrews, 17 at the time, never even got the chance to wear those fancy Marine Corps "dress blues" that set the tone for uniform fashion.

"He never even got a set of dress blues because he was either training or in combat his whole time in the Marine Corps," his grandson, Allen Quinton recalled.

Andrews, who served with the legendary Lewis "Chesty" Puller during World War II in the Pacific, and who gained prominence as the Antelope Valley's celebrated senior Marine, died Thursday, Jan. 11. He was 98.

Andrews went on to a successful life in insurance sales and was also acknowledged as a lay scholar of the early 20th century author Jack London. The veteran died early Thursday, surrounded by family members and friends. He was with his grandson, Allen, his daughter Jeannie Quinton, and caregivers Dee Black and Tony Tortolano.

Andrews served as a Private 1st Class with the 1st Marine Division and served in the storied Marine unit India Co., 3rd Battalion, 5th Regiment. These are significant because they indicate who Andrews served and fought with.

"I was not a hero," he was known to say. "But I served with heroes." He added, "I got to come home because of the ones who could not come home."

The retired executive had lived with his grandson, Allen Quinton, in Palmdale, for the last 10 years.

"He was my best friend," Quinton said. "Since I was 9 years-old, we were just that way. At my wedding, he was the one who tied my tie."

Once, when Quinton was searching for something in a drawer, he ended up picking up a heavy piece of metal attached to ribbon.

"I asked him, 'What's that, grandpa?' He an-



Public domain WWII photo

## Battle of Peleliu

swered, 'Oh, that's a Purple Heart,'" and he said it like, "Oh, those are car keys or something."

That was characteristic of Andrews' modesty. He was born Nov. 23, 1925, and grew up in the Chavez Ravine area of Los Angeles, decades before the Dodgers migrated from Brooklyn and razed the neighborhood to erect Dodger Stadium.

By his own account, growing up with a succession of "uncles," he was offered reform school, or the military. He joined the Marines, with his mother signing papers for him.

"He went to boot camp at the beginning of 1943," Quinton said. "He was in the Marines from the end of 1942 until 1945."

During his time with the 1st Marine Division, Andrews fought in campaigns on the islands of New Britain, Peleliu, and Okinawa. Those names are all embroidered "battle streamers" attached to the red and gold Marine Corps flag.

On New Britain, it was "Chesty Puller" who singled him out with more than 100 other Marines to press forward on what became known as "The Gilnet Patrol," a long-range reconnaissance to clear the island of Japanese. To have served with Puller made Andrews himself a historical footnote, as it was Puller who became the most decorated Marine, still, with five awards of the Navy Cross, the Distinguished Service Cross, and Silver Star.

During the Gilnet mission, the jungle was a more formidable adversary than the Japanese, but the rigors of patrol toughened the Marines for the island fights that lay ahead.

Peleliu was a small coral island with an airfield. An amphibious landing and battle that the division commander estimated would take four days turned into a bloody, drawn out two months, with ferocious Japanese counterattacks that re-



Courtesy photos

World War II Marine veteran Palmer Andrews with family friend Tony Tortolano, also a Marine, at a recent veteran breakfast.

sulted in more than 1,300 Marines killed, and more than 5,200 wounded.

Andrews said the memories were difficult, but he revisited them with his grandson when together they viewed "The Pacific," an epic HBO miniseries that was a successor companion to "Band of Brothers," both produced by Steven Spielberg and Tom Hanks. The attack on the airfield, depicted

in "The Pacific" was a horrific blaze of machine gun and artillery fire cutting down Marines on the run. Temperatures on the coral atoll topped 115 degrees and claimed many Marines as heat casualties, with shortages of drinking water a constant.

"I never realized what my grandfather had been through, but how could I?" Quinton said. "He would

See VET, Page 12



**UNVEILED** (from Page 1)

about the sound the X-59 generates and how people perceive it. NASA will provide that data to the Federal Aviation Administration and international regulators.

The X-59 is a unique experimental airplane, not a prototype – its technologies are meant to inform future generations of quiet supersonic aircraft.

At 99.7 feet long and 29.5 feet wide, the aircraft’s shape and the technological advancements it houses will make quiet supersonic flight possible. The X-59’s thin, tapered nose accounts for almost a third of its length and will break up the shock waves that

would ordinarily result in a supersonic aircraft causing a sonic boom.

Due to this configuration, the cockpit is located almost halfway down the length of the aircraft – and does not have a forward-facing window. Instead, the Quesst team developed the eXternal Vision System, a series of high-resolution cameras feeding a 4K monitor in the cockpit.

The Quesst team also designed the aircraft with its engine mounted on top and gave it a smooth underside to help keep shockwaves from merging behind the aircraft and causing a sonic boom.

For more information about Quesst, visit: [www.nasa.gov/Quesst](http://www.nasa.gov/Quesst).

Courtesy of NASA/Public Affairs.



From left, Quesst Mission Integration Manager Peter Coen; Chief Engineer Jay Brandon, Low Boom Flight Demonstrator Project Manager Cathy Bahm; and Structures Lead Dr. Walt Silva pose in front of the agency's X-59 quiet supersonic research aircraft at the rollout on January 12, 2024 rollout event at Lockheed Martin Skunk Works in Palmdale, California.

**PET** (from Page 5)

tion office for specific immigration requirements to include quarantine and detention for the country to which you are shipping your pet.

Additional information can be found in the Personal Property Consignment Instruction Guide under paragraph “6. Pets/Quarantine” for each country.

*Note: If you have a commercial airline flight prior to or following your AMC Patriot Express flight, contact that airline to determine if additional documentation or charges are required to transport your pet.*

**PET TRAVEL FEES**

Be prepared to pay associated fees. Fees are charged on a per-kennel/per-mission basis depending on the combined weight (pet + kennel).

- The combined weight of ≤70 lbs will be charged \$125 (one piece of excess baggage).

- The combined weight of 71-140 lbs will be charged \$250 (two pieces of excess baggage).
  - The combined weight of 141-150 lbs will be charged \$375 (three pieces of excess baggage).
- Note: Fees may change. Check with your Travel Management Office/Installation Travel Office for current fees. Pet + kennel weighing >150 lbs will not be accepted for shipment.*
- For guidance on pet expense reimbursement due to a PCS, refer to the Joint Travel Regulations, Chapter 5, Part A, Paragraph 050107.

**SERVICE ANIMALS**

*Special Notes for Service Animals*

A recent Memo outlines new guidance on Service Animals and Service Animal Handler Responsibilities.

No later than 48 hours in advance of the date and time

- of departure, the service animal handler must provide the departing DoD passenger terminal a signed Statement of Assurance with the below information:
- Passengers may travel with no more than two (2) properly trained service animals (dogs only).
  - The service animal must fit on the handler’s lap or within their foot space on the aircraft.
  - Service animals must be harnessed, leashed, or otherwise always tethered within the terminal and on board the aircraft.
  - Service animal handlers must always keep service animals under control to include restraining service animal from relieving itself in air terminals or on aircraft.
  - Service animal handlers may be required to pay a pet fee and transport service animals in a pet carrier or pay for damage from service animals that do not follow travel requirements.

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# Skyrocket - A trophy in need of care

by Bob Alvis  
special to Aerotech News

The other day my wife and I were strolling around the Antelope Valley College campus, and we ended up in the central lawn area that is home to the D-558 Skyrocket. From a distance it still looked pretty good, but getting up close it kind of pulled at the heartstrings. Like all planes on a pole, or in an outdoor museum, time and the outdoor elements are not kind to those fragile old airframes.

Taking the time to read the dedication plaque for about the hundredth time, the words are getting harder and harder to absorb, as the original intent of its donation was not for the college, it was not for the facility, the staff, and administrators.

When the employees at Douglas Aircraft — with the blessing of the Navy—turned the old bird over to the college back in the 1950s, they presented it “to the youth of the Antelope Valley”, with the hope it would stand for generations, become a cherished part of the Antelope Valley, and inspire the young people to whom it was so rightfully dedicated.

Over time the old bird started to lose its shine and its story became just back-of-the-book notations. The once-mighty Skyrocket could not keep up with the young eyes that were now watching higher and faster aircraft that would make the D-558 look like a biplane. With the changing of attitudes and its loss of gloss, the Skyrocket’s existence was not as much for the youth as it was for those who were clinging to it like a prize.

Museums today struggle with the upkeep and making old history relative in a world where artifacts in display cases just cannot compete with all the technology at a person’s fingertips. A plane on a pole has even more challenges, as its audience is not those seeking it out, but just the everyday passersby and students who rarely even give it a glance— let alone care about its history.

Over the years there have been attempts to move it to a better location, or find it a new home where it could find the loving hands that would do their best to keep it relevant in a world of advancing technology. I hear rumors of things about the old bird’s future, but I will say that where the plane is displayed is now, and its condition is totally unacceptable.

Those who cling to the old rocket plane as a prize will probably cringe at my words here, but they must understand these words come from my generation. A generation whose dads and moms walked out the door to work each day and used their skills to create an aircraft that would be at the forefront of the technology we enjoy today. We must respect the wants and wishes of that generation, as their gift was presented with a specific audience for its future: the youth of the Antelope Valley.

I look at many failures of its lone existence on that old pole, for what did the historical and community importance look like in a classroom format at the college. Who today, and what instructors, take the time to take a class or even just individuals out there, to make that history come alive for that young student?

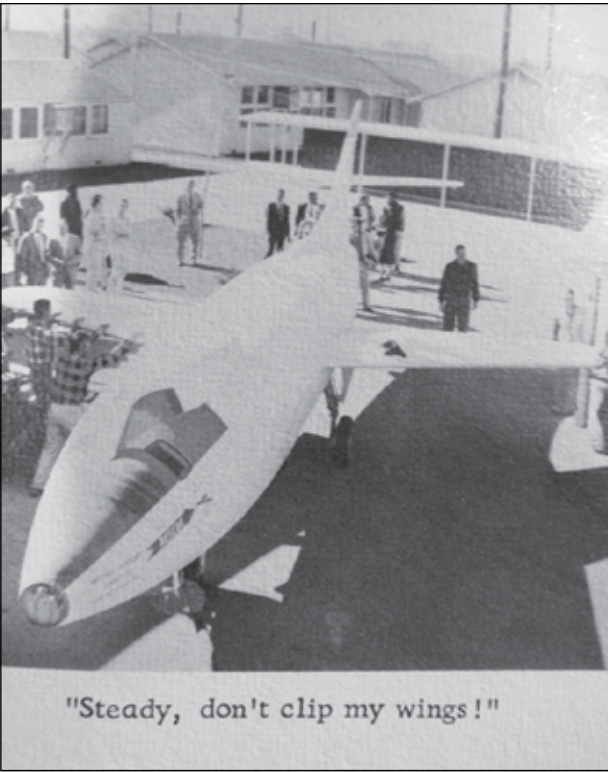
On admissions day for new students, does the college include the historical rocket on the tour and use it as a tool to inspire? Or do they just walk on by and say that’s just an old plane that was donated to our school years ago that really has no meaning in today’s world?

The old D-558 desperately needs an upgrade in relevance in our modern world. One of its sister ships hangs in the Air and Space Museum in the



Photo by Lisa Kinison

Students take shelter in the shade of the Douglas D-558 Skyrocket, located in the center of the Antelope Valley College Campus. The aircraft is one of only three manufactured. The other two are on display at the Smithsonian and Planes of Fame museums.



Courtesy photo

The D-558 Skyrocket is delivered to the old AV College Annex, on the AV High School Campus.



Photo by Bob Alvis

The Skyrocket’s display plaque reads, in part, “The men and women of NASA (NACA), the U.S. Navy, the U.S. Air Force Flight Test Center and Douglas Aircraft dedicate this Skyrocket to the youth of Antelope Valley.”

Smithsonian in Washington DC. For me, it’s almost kind of embarrassing at how our Skyrocket has been treated over the years and how people have lost sight of its original intent as a gift for our Valley’s youth.

I think it’s time to get a real program that will once again make it relevant and treated as the treasure it really is, or let we the people know that it will be going to a home someday where the rot will be reversed and it can once again become as

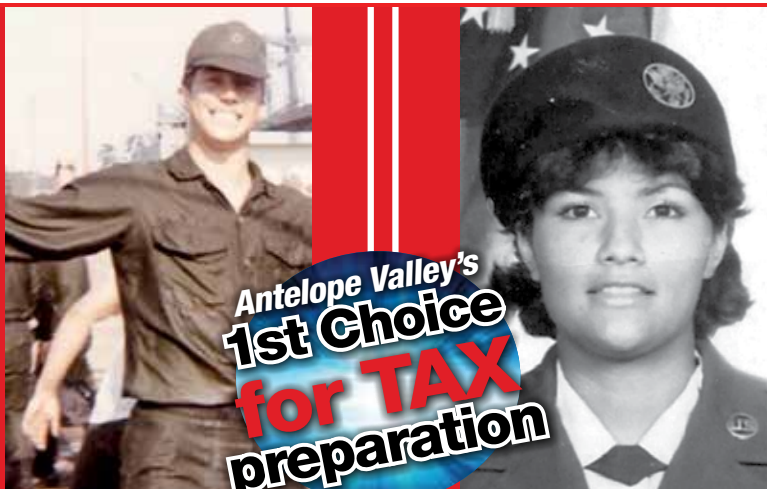
pristine as when it was delivered to the youth of the Antelope Valley.

Peace my friends, and for now, Bob out till next time...



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# Talk About It: dating safely

February is Teen Violence Awareness Month (TDVAM), and the theme for this year is “Talk About It.” It is a call to action for young people and those who support them to have meaningful conversations and to talk about what to do in unhealthy and abusive relationships.

Teen dating violence includes physical, emotional, sexual, or digital abuse in a current dating relationship or by a former dating partner. Young people experience violence at alarming rates. According to the National Intimate Partner and Sexual Violence Survey:

Over 71% of women and over 55% of men first experience intimate partner violence (sexual or physical violence, and/or stalking) under the age of 25.

One in four women first experienced intimate partner violence prior to the age of 18.

Experiencing violence in youth can have long-lasting impacts, making it even more critical to prevent violence before it occurs. By promoting social norms that protect against violence (such as bystander programs and engaging men and boys) and supporting survivors, we can lessen the impact of sexual violence and prevent future victimization.

A healthy relationship requires open communication, safety, trust, and respect. Teaching children and young people about healthy relationships and consent should start early with age-appropriate messages through childhood and teen years. TDVAM is an opportunity to promote healthy relationships and consent, which are key

to preventing sexual violence. Advocates can reinforce what consent looks like by educating parents, caregivers, and others on how to practice everyday consent and about healthy relationships.

Organizations:

Love is Respect.org: A project of the National Domestic Violence Hotline, they are a resource to empower youth to prevent and end dating abuse.

That’s Not Cool.com: Helps young people draw a “digital line” about what is and what is not okay in their relationships.

Hashtags for Teen Dating Violence Awareness Month:

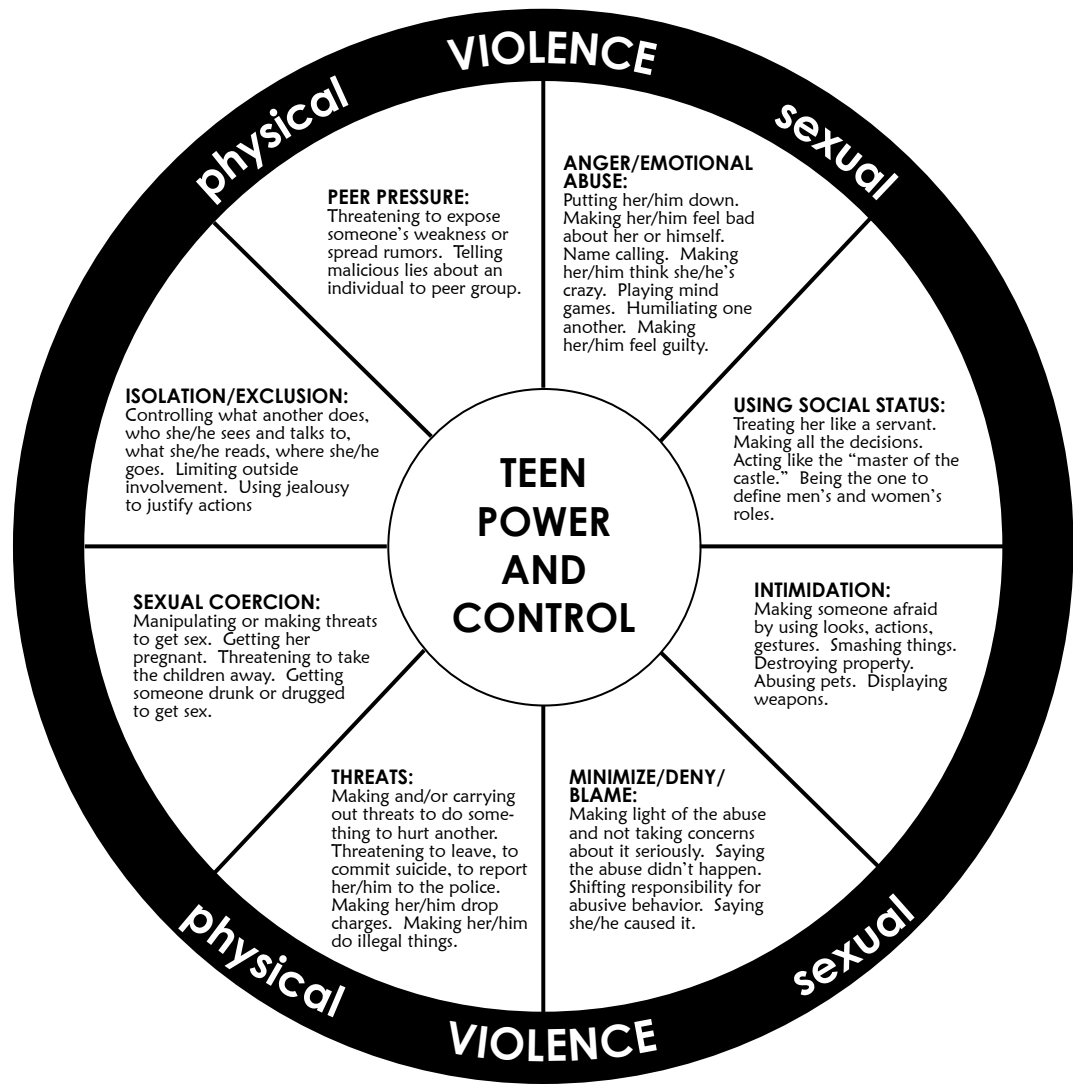
#TDVAM, #TeenDVAM, #LoveIsRespect, #HealthyRelationships, #BreakTheCycle, #TeenDatingViolenceAwareness, #PreventTeenDV, #RespectWeek, #DatingViolencePrevention, #SpeakUpForTeens, #Orange4Love (Orange is the official color of Teen Dating Violence Awareness Month), #EducateEmpowerEndDV, #YouAreNotAlone, #NoMoreDV, #StandUpAgainstTeenDV,

The Sexual Assault Prevention and Response Office is now part of the Helping Agencies Center. Located at 20 W. Popson Ave, Building 2670 (across from Chapel 1). We are now co-located with Equal Opportunity, Diversity Equity and Inclusion and Accessibility, Employee Assistance Program, Community Support Coordinator and the Violence Prevention Integrator to provide the installation better, more streamlined support.

The Edwards AFB Sexual Assault 24/7 Response Line is (661) 209-0115



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February is  
Teen Dating Violence  
Awareness Month

#LoveLikeThat #TDVAM2024





U.S. Air Force photo

On April 18, 1942 airmen of the US Army Air Forces, led by Lt. Col. James H. (Jimmy) Doolittle, carried the Battle of the Pacific to the heart of the Japanese empire with a surprising and daring raid on military targets at Tokyo, Yokohama, Yokosuka, Nagoya, and Kobe. This heroic attack against these major cities was the result of coordination between the Army Air Forces and the US Navy, which carried the sixteen North American B-25 medium bombers aboard the carrier USS Hornet to within take-off distance of the Japanese Islands. Here, a pair of alert escorts follow the USS Hornet to protect her lethal cargo of B-25 bombers.

## RAID (from Page 2)

as a major and assistant district supervisor of the Central Air Corps Procurement District at Indianapolis, Ind., and Detroit, Mich., where he worked with large auto manufacturers on the conversion of their plants for production of planes. The following August, he went to England as a member of a special mission and brought back information about other countries' air forces and military buildups.

He was promoted to lieutenant colonel Jan 2, 1942, and went to Headquarters Army Air Force to plan the first aerial raid on the Japanese homeland. He volunteered and received Gen. H.H. Arnold's approval to lead the attack of 16 B-25 medium bombers from the aircraft carrier *Hornet*, with targets in Tokyo, Kobe, Osaka, and Nagoya. The daring one-way mission April 18, 1942 electrified the world and gave America's war hopes a terrific lift. As did the others who participated in the mission, Doolittle had to bail out, but fortunately landed in a rice paddy in China near Chu Chow. Some of the other flyers lost their lives on the mission.

Doolittle received the Medal of Honor, presented to him by President Roosevelt at the White House, for planning and leading this successful operation. His citation reads: "For conspicuous leadership above and beyond the call of duty, involv-

ing personal valor and intrepidity at an extreme hazard to life. With the apparent certainty of being forced to land in enemy territory or to perish at sea, Lt. Col. Doolittle personally led a squadron of Army bombers, manned by volunteer crews, in a highly destructive raid on the Japanese mainland." In addition to the nation's top award, Doolittle also received two Distinguished Service Medals, the Silver Star, three Distinguished Flying Crosses, Bronze Star, four Air Medals, and decorations from Great Britain, France, Belgium, Poland, China, and Ecuador.

In July 1942, as a brigadier general — he had been advanced two grades the day after the Tokyo attack — Doolittle was assigned to the 8th Air Force and in September became commanding general of the 12th Air Force in North Africa. He was promoted to major general in November and in March 1943 became commanding general of the North African Strategic Air Forces.

He took command of the 15th Air Force in the Mediterranean Theater in November and from January 1944 to September 1945 he commanded the 8th Air Force in Europe and the Pacific, until war's end, as a lieutenant general, the promotion date being March 13, 1944. On May 10, 1946 he reverted to inactive reserve status and returned to Shell Oil as a vice president and later a director.

*Courtesy of www.af.mil*

For military veteran caregivers, caregiving often starts earlier in life and lasts longer. **To better care for your loved one, you must also care for yourself.**



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# Tuskegee Airmen PT-19 Trainer returns to the sky

**PEACHTREE CITY, GA.** — After two years of dedicated restoration work, Fairchild PT-19A, serial number 42-83511, took to the skies again at Atlanta Regional Airport – Falcon Field, in Peachtree City, Georgia., on Jan.18, 2024.

“This historic aircraft, originally used to train Tuskegee Airmen in World War II, had flown for Commemorative Air Force (CAF) Airbase Georgia for many years, but the leadership team decided it was time to take it apart and inspect, restore and repaint it,” said Airbase Leader Joel Perkins. “Re-skinning the aircraft with fabric and applying an authentic paint scheme took a lot of time, but our members were committed to recreating a piece of aviation history.”

The aircraft was completely disassembled and inspected. The horizontal stabilizer was replaced, some supporting wood structures were replaced, and all canopy glass was replaced. The aircraft was re-covered with polyester fabric, primed with a UV protectant and painted with Ranthane silver polyurethane. After new weight-and-balance calculations and final inspections, Air

Force Major Gen. (Ret.) George Harrison, an Airbase Georgia pilot, was cleared to conduct a ground engine test and then take off.

This PT-19A was built Nov.1, 1943, and CAF Airbase Georgia acquired it in 2006. It had been modified with a closed cockpit like the later model PT-26, to allow flying in inclement weather. It flew throughout the Southeast at airshows and fly-ins, offering rides to the public, until it was brought back to the shop for its restoration in 2022.

The PT-19 series was developed for the U.S. Army Air Corps in 1940 as part of its expansion program. It was a more advanced type of aircraft; inexpensive, simple to maintain and virtually viceless. It was one of a handful of primary trainer designs that enabled cadets to become pilots in the U.S. and Commonwealth training programs throughout WWII and beyond.

The cantilever, low-wing monoplane with fixed landing gear and a tailwheel featured two-place, tandem seating and an open cockpit. The simple but rugged construction included a fabric-covered, welded steel tube fuselage. The remainder of the aircraft used plywood



Photo courtesy of CAF Airbase Georgia

construction, with a plywood-sheathed center section, outer wing panels and tail assembly.

## About the CAF Airbase Georgia Warbird Museum

CAF Airbase Georgia, based in Peachtree City, Ga., was founded in

1987. The Airbase is one of the largest units of the Commemorative Air Force (CAF). The group maintains and flies six vintage military aircraft including a P-51 Mustang, an FG-1D Corsair, an SBD Dauntless, a P-63A Kingcobra, a PT-19 Cornell and a T-34 Mentor. The

Airbase, composed of more than 500 volunteer members, is a founding partner of the Georgia WWII Heritage Trail launched in 2021. The Airbase is part of the CAF, a non-profit, tax-exempt organization that relies on contributions of time and funds to conduct its mission.

## VET (from Page 6)

just say “We did what we had to do.”

The last campaign of World War II for Andrews was the battle for Okinawa, the final land battle of World War II fought by Marines and the Army before the U.S. dropped atomic bombs on Hiroshima and Nagasaki —ending history’s largest conflict.

On Okinawa, during 11 weeks of fierce combat, casualties were worse, with 12,500 Americans killed, and 36,000 wounded or missing. U.S. military records cite nearly 80,000 Japanese troops killed, and thousands of civilians, including those who jumped off cliffs to their death.

At the end, Andrews was among the living, returning home with that Purple Heart for his wound sustained in combat.

Soon after the end of World War II, Andrews joined the newly formed U.S. Air Force, and served stateside as a reservist during the Korean War.

During a successful business career, Andrews became an impassioned lay scholar of the life of author Jack London, author of dozens

of novels, but best remembered for “The Call of the Wild,” and “The Sea Wolf,” made into movies several times. His collection, “Jack London in Context,” is housed at Sonoma State University in Northern California where London lived at his imposing residence in “The Valley of the Wolf.” Andrews donated his comprehensive collection of books, letters, and memorabilia in 2014.

The reform school bait kid from Chavez Ravine was impressed that London was self-educated and achieved success and fame.

“I started reading and collecting Jack London over fifty years ago,” Andrews wrote in the introduction notes to his collection at Sonoma State University. “One of the many things that fascinated me was London’s belief that, through books, one could become educated on any subject. I think this is what initially drew me to Jack and made me want to know more about him.”

In recent years, Andrews gained prominence in the Antelope Valley as the senior Marine celebrated on Nov. 10, the Marine Corps Birthday. It has become the biggest annual fete held at Bravery Brewing, a favorite

gathering spot of the Antelope Valley’s military community.

Several times, Andrews was introduced by another famous Marine, real life Marine Corps Drill Instructor and actor R. Lee Erney, the star of “Full Metal Jacket.” Erney and his partners at Bravery— Bart and Sandra Avery— ensured that Andrews, the WWII veteran received the first slice of the ceremonial Marine Corps birthday cake.

Most recently, in November before Veterans Day, Andrews was an honored guest of the Veterans Military Ball hosted by the Coffee4Vets organization.

“Palmer was an amazing man,” said his friend, Tony Tortolano, another Marine who was named Palmdale’s Veteran of the Year. “I will never know a better man. I am just so glad I got to be his friend.”

Andrews is survived by his son, Larry Andrews, and daughters Jeanie Quinton and Christine Johnson. He had nine grandchildren, six great-grandchildren, and nine great-great grandchildren.

Memorial plans were pending. His grandson said a tribute celebration is also being planned.



Photo by Julia Akoury

Palmer Andrews, USMC Birthday 2022, at Bravery Brewing.

## FACTS (from Page 2)

infrastructure will result in a more maintainable and sustainable aircraft with lower-cost infrastructure.

**6. Open Architecture.** To meet the evolving threat environment, the B-21 has been designed from day one for rapid upgradeability. Unlike earlier generation aircraft, the B-21 will not undergo block upgrades. New technology, capabilities and weapons will be seamlessly incorporated through agile software upgrades and built-in hardware flexibility. This will ensure the B-21 Raider can continuously meet the evolving threat head on for decades to come.

**7. A National Team.** Since contract award in 2015, Northrop Grumman has assembled a nationwide team to design, test and build the world’s most advanced strike aircraft. The B-21 team includes

more than 8,000 people from Northrop Grumman, industry partners and the Air Force. The team consists of more than 400 suppliers across 40 states.

**8. Sustainment.** Long-term operations and sustainment affordability has been a B-21 program priority from the start. In partnership with the Air Force, our team has made maintainability an equally important requirement to stealth performance, to ensure we’re driving more affordable, predictable operations and sustainment outcomes.

**9. Global Reach.** The B-21 Raider will be the backbone of the U.S. bomber fleet and pivotal to supporting our nation’s strategic deterrence strategy. In addition to its advanced long-range precision strike capabilities that will afford Combatant Commanders the ability to hold any target, anywhere in the world at risk, it has also been

designed as the lead component of a larger family of systems that will deliver intelligence, surveillance and reconnaissance, electronic attack, and multi-domain networking capabilities. In a dynamic global security environment, the B-21 will provide the flexibility and deterrence critical to the security of the U.S. and our allies.

**10. Raider.** The B-21 Raider is named in honor of the Doolittle Raid of World War II when 80 airmen, led by Lt. Col. James “Jimmy” Doolittle, and sixteen B-25 Mitchell medium bombers set off on a mission that changed the course of World War II. The actions of these 80 volunteers were instrumental in shifting momentum in the Pacific theater. This marked the raid as a catalyst to a multitude of future progress in U.S. air superiority from land or sea. The courageous spirit of the Doolittle Raiders is the inspiration behind the name of the B-21 Raider.



# NOTICE OF PUBLIC LIEN SALES

## Business & Professional Code Section 21700-21707

Notice is hereby given by the undersigned that a public lien sale of the following described personal property will be held at the hours of **12 noon on the 14th day of February 2024** or thereafter. The auction is being held at [www.selfstorageauction.com](http://www.selfstorageauction.com) by competitive bid. The property is stored by **3305 E. Palmdale Blvd., Palmdale, CA 93550**.

The items to be sold are generally described as follows: Furniture, clothing, tools and or other household items stored by the following persons.

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E395 Pratt, Emmanuel  
E418 Rudnick,  
C274 Buyard, LaChina  
A005 Alcala, Jorge  
F519 Torres, Andy  
G626 Luque, Christopher  
B102 Saran, Kester  
F526 Brewer, Luella  
F517 Patterson, Koneisha  
E467 Hidalgo, Flor  
F552 Coffman, Ian

Date: January 24, 2024 Signed NOVA STORAGE

This notice is given in accordance with the provisions of section 21700 et seq. of Business & Professional Code of the State of California. The owner reserves the right to bid at the sale. All purchased goods are sold "As Is" and must be paid for and removed at the time of sale. Sales subject to prior cancellation in the event of settlement between owner & obligated party. Auctioneer: Nova Storage

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# Women IN AEROSPACE AND MILITARY SPECIAL EDITION

March is **Women's History Month**: celebrating, honoring and educating Americans on the achievements of women throughout American history. On **February 23, 2024**, each of Aerotech News and Review's publications will publish a special edition dedicated to the achievements of women in the military and aerospace. These issues are sure to be informative, thought-provoking and wonderful keepsake editions.

Advertising Reservation Deadline: **February 12, 2024**

Advertising Material Deadline: **February 15, 2024**

Please join us in honoring the women in aviation and military history by placing your company's ad in this special edition. Call **(877) 247-9288** to place your ad, or email **Sandi Bueltel** at **sbueltel@aerotechnews.com**



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California City  
Ron Smith, Pastor  
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Finding cures. Saving children.  
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**NOTICE OF PUBLIC LIEN SALES**  
**Business & Professional Code Section 21700-21707**

Notice is hereby given by the undersigned that a public lien sale of the following described personal property will be held at the hours of **12 noon on the 14th day of February 2024** or thereafter. The auction is being held at [www.selfstorageauction.com](http://www.selfstorageauction.com) by competitive bid. The property is stored by **Nova Storage located 825 W Avenue L12., Lancaster, CA 93534.**

The items to be sold are generally described as follows:  
Furniture, clothing, tools and or other household items stored by the following persons.

0367 Collins, Brad  
0396 Chiarini, Francesco  
0369 Montague, Tyrisha  
0051 Taisacan, Brittnee  
0460 Smith, Darrell  
0430 Scheller, Stacey

Date: January 24, 2024 Signed NOVA STORAGE This notice is given in accordance with the provisions of section 21700 et seq. of Business & Professional Code of the Sate of California. The owner reserves the right to bid at the sale. All purchased goods are sold "As Is" and must be paid for and removed at the time of sale. Sales subject to prior cancellation in the event of settlement between owner & obligated party. Auctioneer: Nova Storage

  
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