

Helicopter removes artifact from NASA Armstrong Rooftop

NASA photograph by Carla Thomas

A helicopter is positioned to remove a rooftop pedestal from Bldg. 4800 at NASA's Armstrong Flight Research Center at Edwards, Calif., on Oct. 4, 2024. The pedestal was used since the 1950s to 2015 to house different telemetry dishes to collect data from research aircraft.

by Jay Levine NASA Armstrong

What do the X-15 and the space shuttles have in common?

Information from the rocket plane and the spacecraft, as well as many experimental aircraft, were tracked from a pedestal and telemetry dish during key eras in flight history at or near NASA's Armstrong Flight Research Center in Edwards, Calif.

When the NASA facility's administration Bldg. 4800 was built in the 1950s, the infrastructure was included to anchor the rooftop pedestal and dish as the primary way to gather data from aircraft during flights. It was retired in 2015, but a recent roofing project enabled relocation of the artifact to a new place of honor for its support of many experimental aircraft such as the lifting body aircraft, the reverse swept wing X-29, and the highly maneuverable X-31.

"Gathering telemetry data from aircraft on missions is at the core of what we do. Close proximity to the back ramp was one of the big advantages of having

— See **ARTIFACT**, on Page 2



NASA photograph by Jim Ross

A rooftop pedestal and telemetry dish gathered information from research aircraft at Bldg. 4800 at NASA's Armstrong Flight Research Center at Edwards, Calif. The pedestal was used since the 1950s to 2015 to house different dishes to collect data from research aircraft. On Oct. 4, 2024, a helicopter was used to remove the pedestal from the roof.

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Southern California

ARTIFACT, from Page 1-

the telemetry antenna on the roof in the early days," said Bob Guere, NASA Armstrong Range Operations chief, referring to the area where aircraft taxi from the hangar to the flightline. "You were able to support ground tests and check airplanes before they taxied without having to use telemetry antennas positioned further away."

The rooftop pedestal was key in the early days of the center and its refurbishment in 2003 restored its value. The transformation also included certification to meet Space Shuttle Program landing requirements.

"When a space shuttle deorbited from space it was coming over the top of Edwards," Guere said. "Telemetry antennas on the hill near NASA Armstrong looked down and with dirt and concrete in the background there were reflections. The rooftop antenna was closer to ground level and looked up as the orbiter was coming in for a landing. It provided an excellent link for shuttle landings."

The pedestal and dish were not removed when it was decommissioned because of the cost. Now, it's economical to use a helicopter to remove the pedestal from the roof compared to other options as part of a major project focusing primarily on re-roofing Bldg. 4800. The





NASA photograph by Carla Thomas

A cable is secured on a rooftop pedestal located on Bldg. 4800 at NASA's Armstrong Flight Research Center at Edwards, Calif., on Oct. 4, 2024. The pedestal, which was prepared for a helicopter lift to remove it from the roof, was used since the 1950s until 2015 to enable different telemetry dishes to collect data from research aircraft. NASA photograph by Carla Thomas

A pedestal carried by a helicopter is positioned for a gentle placement on the ground. The helicopter removed the pedestal from the rooftop of Bldg. 4800 at NASA's Armstrong Flight Research Center at Edwards, Calif., on Oct. 4, 2024. The pedestal was used since the 1950s to 2015 to house different telemetry dishes to collect data from research aircraft.

helicopter lift of the pedestal took a month to plan, plus time to obtain airspace operation and landing permits from the Air Force for the removal project, said Bryan Watters, NASA Armstrong roof project manager.

The pedestal and riser measured 16 feet tall above the rooftop and housed an assembly for the 12-foot dish to rotate. The pedestal and dish together weight about 2,500 pounds and were removed separately. Crews checked the eight bolts anchoring the pedestal and dish to infrastructure on the roof prior to the arrival of a helicopter Oct. 3 before the helicopter arrived.

The following day, after additional

briefings, the helicopter was positioned over Bldg. 4800 and a cable was lowered and attached to the pedestal. Once secured, the helicopter slowly gained altitude and took its passenger to the south side of the building. There it was released from the cable and taken to a nearby warehouse for storage. Roofers demolished the steel platform on which the pedestal was located to prepare the area for new roofing materials.

Officials have not determined where the pedestal will be displayed. There are several options to place the pedestal and dish by the famous retired research aircraft on display near the entrance of NASA Armstrong.



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Global Reach CTF supports historic ballistic missile intercept in Guam

by Chase Kohler *Edwards AFB, Calif.*

The 418th Flight Test Squadron, Global Reach Combined Test Force at Edwards Air Force Base, Calif., successfully supported the Missile Defense Agency and U.S. Department of Defense partners during a recent flight intercept experiment in Guam.

Announced Dec. 10 by the Missile Defense agency, the landmark test involved a live intercept of a ballistic missile target, marking the first Ballistic Missile Defense event executed from the territory.

During the flight experiment, the Aegis Guam System integrated with the new AN/TPY-6 radar and Vertical Launching System and fired a Standard Missile-3 Block IIA which intercepted an air-launched Medium Range Ballistic Missile target off the coast of Andersen Air Force Base, Guam. The AN/TPY-6 radar tracked the target shortly after launch to intercept in the first end-to-end tracking use of the radar during a live ballistic missile flight test.

Designated Flight Experiment Mission-02, this test event marks a pivotal step taken in defense of Guam initiatives and partnerships and provides critical support to the overall concept, requirements validation, data-gathering and model maturation for the future Guam Defense System. The future is focused on defending Guam and protecting forces from any potential regional missile threats.

"This is a tremendous group effort and provides a glimpse of how organizations within the Department of Defense have come together to defend our homeland Guam now and, in the future," said Lt. Gen. Heath Collins, MDA Director. "Collectively, we will use this to build upon and validate joint tracking architecture and integrated air and missile defense capabilities for Guam. Thanks to all of those involved especially the people and government of Guam."

When called upon, the 418th FLTS, a flight test squadron within the 412th Test Wing at Edwards AFB, provides robust support for the Missile





Air Force photograph by Nancy Jones-Bonbrest

A Standard Missile-3 Block IIA is fired from a Vertical Launching System on Andersen Air Force Base, Guam, as part of Flight Experiment Mission-02.

Defense Agency as the U.S. Air Force's recognized leader for developmental flight test and evaluation of mobility aircraft, experimental airdrop, and air refueling certification. With FEM-02's strategic importance, MDA specifically requested to partner with the 418th FLTS to ensure the highest level of safe and successful test planning and execution within the C-17 enterprise.

The 418th took possession

of an Air Mobility Command C-17 in November, with special instrumentation and maintenance teams modifying the aircraft to interface within the Medium Range Ballistic Missile Launch equipment. This allowed Air Force photograph by Nancy Jones-Bonbrest A Standard Missile-3 Block IIA is fired from a Vertical Launching System on Andersen Air Force Base, Guam, as part of Flight Experiment Mission-02. The Missile Defense Agency, in cooperation with U.S. Department of Defense partners, successfully conducted FEM-02 on Dec. 10, 2024.

the C-17 to collect critical data during testing. The 412th Test Wing's renowned safety and risk management process was simultaneously implemented to ensure every component was analyzed for maximum risk reduction.

The 418th Flight Test Squadron and Global Reach Combined Test Force have partnered with MDA for over a decade, providing air-launch capabilities and airdropped threat-representative surrogate targets" notes Lt. Col. Daniel Edelstein, commander, 418th FLTS. "The 412th Test Wing is highly experienced with high-altitude, experimental airdrop test campaigns, and these tests are designed to stress the nation's multi-domain ballistic missile defense systems. Our test aircrew, engineers, program manage-

- See **GUAM**, on Page 13

Lockheed Martin announces new Skunk Works®, Integrated Fighter leaders

Lockheed Martin

Lockheed Martin has named OJ Sanchez as vice president and general manager, Skunk Works[®], and Mike Shoemaker as vice president and general manager, Integrated Fighter Group.

Sanchez succeeds John Clark, who was previously announced as the new senior vice president for Technology and Strategic Innovation. Shoemaker succeeds Sanchez.

"With their combined experience, OJ and Mike will work closely together and with our broader team — to drive innovation and strategy across platforms, across Aeronautics and across the corporation," said Greg Ulmer, president, Lockheed Martin Aeronautics. "They will focus on shaping the future of air dominance and advancing Lockheed Martin's position as a leader in the development and delivery of airpower capabilities integrating across all domains."

In his role leading Skunk Works, Sanchez will drive advanced technology development and integration across a diverse set of primarily classified military programs and pursuits tied to Skunk Works' guiding philosophy of Quick, Quiet, Quality. Sanchez joined



Lockheed Martin photographs
OJ Sanchez

Lockheed Martin in 2014 following a distinguished U.S. Air Force career, where he served as an F-22 pilot among other roles. Most recently, he led Lock-

heed Martin's Integrated Fighter Group, successfully ushering in a new era of the Fighting Falcon with the F-16 Block 70 and also partnering with the U.S. Air Force to sustain and enhance the F-22 for current and future deterrence.

"With threats becoming more complex, OJ is the right leader to focus our Skunk Works team on developing and integrating technologies that will secure the skies today — and maintain a competitive edge in the future," Ulmer said.

As leader of the Integrated Fighter Group, Shoemaker will oversee the development, manufacture and sustainment of the F-16 and F-22 programs as well as the T-50, KF-21, F-21 and F-2. Most recently, he served as the vice president for F-35 Customer Programs the past three years, responsible for setting the strategic direction for all F-35 U.S. services, partner countries and Foreign Military Sale customer relationships as well as leading international program teams. Prior to joining Lockheed Martin in 2018, Shoemaker had a 35-year career in the U.S. Navy as a pilot, with numerous leadership roles in naval aviation. He retired from his final assignment as commander, Naval Air Forces.



Mike Shoemaker

"Mike's unique blend of military experience and expertise in air dominance positions him well to provide strategic direction and oversight as the leader of the Integrated Fighter Group," Ulmer said.



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The 412th is 'Back in the Saddle' — and ready!

by Mike Paoli Edwards AFB, Calif.

The rapid modernization of the People's Liberation Army under Chairman Xi Jinping served as context for a risk management-themed briefing by Brig. Gen. Doug Wickert, 412th Test Wing commander at Edwards Air Force Base, Calif., during Monday's Back-in-the-Saddle Day.

During the in-person and virtual brief from the base theater, Wickert said years of persistent Chinese Communist Party cyber espionage, to include malware inside U.S. critical infrastructure such as electrical, water and transportation systems, has left America and its allies vulnerable. "There are now at least a dozen telecom companies that have acknowledged being infected," he said, leaving the U.S. susceptible to surveillance of senior government officials and associated



Brig. Gen. Doug Wickert, 412th Test Wing commander, points to an image of the B-21 Raider in flight during an Edwards-based test mission. "Today is not the day to start World War III, because we have this."

government networks.

"The CCP now knows who my government phone has talked to for at least the last four years, and they're still there and we can't get them out," he said. "That's uncertainty. That's risk. And it makes for a very, very dangerous world right now."

Wickert said the pace of

modernization that the PLA is going through is also "unprecedented and far outpacing" similar efforts by the United States.

On Dec. 26, the PLA revealed two new combat aircraft to commemorate the birthday of Chinese Communist Party founder Mao Zedong. In relation to U.S. assets stationed west of the international dateline, by 2027 the PLA is expected to have numerical superiority of approximately 12 to one in modern fighter aircraft (including five to three in fifth-generation aircraft) and three to one in maritime patrol aircraft. The PLA's 225 manned bombers are uncontested in the region. On the sea, the PLA enjoys an advantage of three to one in aircraft carriers and amphibious assault ships, more than six to one in modern submarines (including two advanced subs) and nine to one in modern multi-warfare combatant vessels.

In mid-December the PLA navy surrounded Taiwan in an unannounced exercise, the world's largest naval demonstration since the end of World War II. The exercise was three times larger in number of ships than last June's vaunted Rim of the Pacific exercise involving 40 U.S. and allied surface ships. "We are the smallest and oldest that we have ever been," Wickert said. "The PLA is the largest and most modern that it has even been. That is risk. That is uncertainty."

During December's exercise the PLA skirted Taiwan's territorial waters, conducted mock aerial attacks on shipping and formed a two-deep naval blockade to restrict sea and air approaches from the west.

In other preparations for conflict, the PLA has carved into the sands of the Gobi Desert an airfield replicating the runways, taxiways and parking ramps of Taiwan's Taichung International Airport. 300 miles further west is a flat full-scale profile of a U.S. Navy Gerald R. Ford-class aircraft carrier. It lays among other U.S. ship profiles and near mock U.S. destroyers that weave evasively through the desert on rails.

— See **SADDLE**, on Page 6



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NASA tests air traffic surveillance technology

by Laura Mitchell NASA Armstrong

As air taxis, drones, and other innovative aircraft enter U.S. airspace, systems that communicate an aircraft's location will be critical to ensure air traffic safety.

The Federal Aviation Administration requires aircraft to communicate their locations to other aircraft and air traffic control in real time using an Automatic Dependent Surveillance-Broadcast (ADS-B) system.

NASA is currently evaluating an ADS-B system's ability to prevent collisions in a simulated urban environment. Using NASA's Pilatus PC-12 aircraft, researchers are investigating how these systems could handle the demands of air taxis flying at low altitudes through cities.

When operating in urban areas, one particular challenge for ADS-B systems is consistent signal coverage. Like losing cellphone signal, air taxis flying through densely populated areas may have trouble maintaining ADS-B signals due to distance or interference. If that happens,



NASA photographs by Steve Freeman

Equipped with state-of-the-art technology to test and evaluate communication, navigation, and surveillance systems NASA's Pilatus PC-12 performs touch-and-go maneuvers over a runway at NASA's Armstrong Flight Research Center at Edwards, Calif. on Sept. 23, 2024. Researchers will use the data to understand Automatic Dependent Surveillance-Broadcast (ADS-B) signal loss scenarios for air taxi flights in urban areas. To prepare for ADS-B test flights pilots and crew from NASA Armstrong and NASA's Glenn Research Center in Cleveland, ran a series of familiarization flights. These flights included several approach and landings, with an emphasis on avionics, medium altitude air-work with steep turns, slow flight and stall demonstrations.

those vehicles become less visible to air traffic control and other aircraft in the area, increasing the likelihood of collisions.

To simulate the conditions of an urban flight area and better understand signal loss patterns,

Working in the Mobile Operations Facility at NASA's Armstrong Flight Research Center at Edwards, Calif., NASA Advanced Air Mobility researcher Dennis Iannicca adjusts a control board to capture Automatic Dependent Surveillance-Broadcast (ADS-B) data during test flights. The data will be used to understand ADS-B signal loss scenarios for air taxi flights in urban areas.

NASA researchers established a test zone at NASA's Armstrong Flight Research Center in Edwards, Calif., on Sept. 23 and 24, 2024.

Flying in the agency's Pilatus PC-12 in a grid pattern over four ADS-B stations, researchers collected data on signal coverage from multiple ground locations and equipment configurations. Researchers were able to pinpoint where signal dropouts occurred from the strategically placed ground stations in connection to the plane's altitude and distance from the stations. This data will inform future placement of additional ground stations to enhance signal boosting coverage.

"Like all antennas, those used for ADS-B signal reception do not have a constant pattern," said Brad Snelling, vehicle test team chief engineer for NASA's Air Mobility Pathfinders project. "There are certain areas where the terrain will block ADS-B signals and depending on the type of antenna and location characteristics, there are also flight elevation angles where reception can cause signal dropouts," Snelling said. "This would mean we need to place additional ground stations at multiple locations to boost the signal for future test flights. We can use the test results to help us configure the equipment to reduce signal loss when we conduct future air taxi flight tests."

The September flights at NASA Armstrong built upon earlier tests of ADS-B in different environments. In June, researchers at NASA's Glenn Research Center in Cleveland flew the Pilatus PC-12 and found a consistent ADS-B signal between the aircraft and communications antennas mounted on the roof of the center's Aerospace Communications Facility. Data from these flights helped researchers plan out the recent tests at NASA Armstrong. In December 2020, test flights performed under NASA's Ad-



NASA pilot Kurt Blankenship maps out flight plans during a pre-flight brief. Pilots, crew, and researchers from NASA's Armstrong Flight Research Center at Edwards, Calif. and NASA's Glenn Research Center in Cleveland are briefed on the flight plan to gather Automatic Dependent Surveillance-Broadcast signal data between the aircraft and ping-Stations on the ground at NASA Armstrong. These flights are the first crosscenter research activity with the Pilatus-PC-12 at NASA Armstrong.

vanced Air Mobility National Campaign used an OH-58C Kiowa helicopter and groundbased ADS-B stations at NASA Armstrong to collect baseline signal information.

NASA's research in ADS-B signals and other communication, navigation, and surveillance systems will help revolutionize U.S. air transportation. Air Mobility Pathfinders researchers will evaluate the data from the three separate flight tests to understand the different signal transmission conditions and equipment needed for air taxis and drones to safely operate in the National Air Space. NASA will use the results of this research to design infrastructure to support future air taxi communication, navigation, and surveillance research and to develop new ADS-B-like concepts for uncrewed aircraft systems.

SADDLE, from Page 5 -

"Do you think we know what they're doing, what they're planning?" Wickert said. "Based on what you know now, can you update your assessment of the risk to the world and how important our mission is?

"And that's why what we are doing here at Edwards Air Force Base is so very important, because we are developing and modernizing and doing those things that will change Chairman Xi's calculus ... We cannot afford to have to take a step backward because we have a mishap. Our mission is too important."

Pointing to a projection of the B-21 Raider, he said, "This is one of the many, many things that you are working on right here that will change Chairman Xi's calculus about our readiness." With an initial order of 100 aircraft and more expected after that, the nation's newest stealth bomber will be the backbone of Global Strike Command's bomber fleet, and incrementally replace the B-1 Lancer and B-2 Spirit.

Wickert's message mirrored a popular crowd moment from his November 2024 Town Hall in which he stared directly into the broadcast camera and said, "... I hope Chairman Xi ... he's got people that translate, and so I want him to know that the men and women of Edwards Air Force Base are doing their war-time mission right now. They are accelerating Test. They are delivering integrated capability to the warfighter."

And then gesturing over his shoulder to a similar image of the Raider, he said, "Today is not the day to start World War III, because we have this."

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Innovative ideas take flight at Edwards' Spark Tank Competition

by Rebecca Kern

Edwards AFB, Calif.

The 412th Test Wing Data and Digital Transformation Spark Tank Competition recently transformed Club Muroc at Edwards Air Force Base, Calif., into a hub of creativity and innovation, showcasing the groundbreaking ideas of Airmen designed to enhance operational capabilities.

The 412th Test Wing Continuous Improvement and Innovation Team and the Desert Spark cell hosted the event, which served as a platform to present innovative concepts aimed at advancing data and digital reforms within the Air Force. With more than 300 participants attending in-person and virtually, the event highlighted the commitment to fostering an environment where Airmens' ingenuity can thrive.

"As we witness rapid advancements in digital capabilities, it is imperative that we harness the power of data to enhance our operations, improve efficiencies, and drive mission success," said Rebecca Kern, the 412th Test Wing Innovation Project Officer.

The competition aligns with the stra-



Air Force photograph by C.J. Raterman

The 412th Test Wing Data and Digital Transformation Spark Tank Competition recently transformed Club Muroc at Edwards Air Force Base, Calif., into a hub of creativity and innovation, showcasing the groundbreaking ideas of Airmen designed to enhance operational capabilities.

tegic initiatives of the 412th Test Wing, emphasizing the significance of data and digital transformation across the spectrum of modern technology. Six finalists presented their ideas, each aiming to sharpen the Air Force's competitive edge.

Among the standout presentations was Alexander Zimmer, who took home the first prize with his "Network & Cybersecurity Visualization" tool, Mycroft, designed to enhance analysts' capabilities in navigating critical cyber terrain. Other notable entries included Adam Navas's "Artec Leo — Wireless and AI-Driven 3D Scanner," and Alex Ramirez's "Digital T-2 Modifications on The Flightline." Each winner will receive priority access to fiscal year 2025 funding for their projects.

"This competition provided a platform for our Airmen to present groundbreaking ideas that will propel us into a future where data-driven decision-making is at the forefront of our strategic endeavors," Kern said.

The Spark Tank competition will become an annual event, encouraging continuous engagement and innovation at Edwards. The 412th Test Wing's commitment to promoting a culture of innovation reinforces its vision to be at the center of test innovation said Senior Master Sgt. Brian Pettaway, 412th Test Wing Innovation Project Officer.

"In efforts to continue to promote and foster a culture of innovation at Edwards Air Force Base, the 412th Test Wing Continuous Improvement and Innovation team has committed to a strategy of empowering Airmen on three fronts: training, marketing, and outreach. This strategy drives our vision to be the Center of the Test Innovation Universe," he said.

Desert Spark invites all personnel to contribute their innovative ideas for future consideration, ensuring that the spirit of innovation continues to flourish at Edwards Air Force Base.

For those wishing to submit suggestions for upcoming competitions, visit the 412th TW CI2 App on Power Apps.



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Edwards tests an outdoor pavilion to expand its fitness capability and capacity

by Laisa Leao Edwards AFB, Calif.

The Air Force Service Center selected Edwards Air Force Base, Calif., to test an outdoor fitness pavilion to encourage health-related fitness, including cardiovascular endurance, muscular development, flexibility, and body composition.

If the pavilion's utilization is approved locally, it may be replicated to other bases across the nation.

The pavilion measures 24 by 16 feet and can accommodate 60 individuals at a time. It was installed next to the outdoor High Intensity Interval Training structure, on the west side of the Rosburg Fitness Center.

"The outdoor fitness pavilion and its equipment allows our base population to experience



Air Force photographs by Laisa Leao

Garrett Holloway, Fitness and Sports Director, 412th Force Support Squadron, climbs the outdoor fitness pavilion tower with the help of one of the two 15-feet ropes stored inside the cabinets.

The Air Force Service Center selected Edwards Air Force Base, Calif., to test an outdoor fitness pavilion to encourage health-related fitness, including cardiovascular endurance, muscular development, flexibility, and body composition. If the pavilion's utilization is approved locally, it may be replicated to other bases across the nation. The pavilion measures 24 by 16 feet and can accommodate 60 individuals at a time. It was installed next to the outdoor High Intensity Interval Training structure, on the west side of the Rosburg Fitness Center.

new ways to stay in shape — outdoors. It's available to military, civilian and contractor members," said Garrett Holloway, Fitness and Sports Director, 412th Force Support Squadron.

Those unfamiliar with fitness equipment and workouts can request assistance from the center's front desk staff during its hour of operations, Monday-Friday, 5 a.m.-10 p.m. daily.

The pavilion features four squat racks, more than 14 pull-

up stations, a functional training wall, two 15-feet rope climb tower, four barbell landmines and two cabinets meticulously designed to self-contain 68 pieces of equipment. Items stored inside the cabinets include four pairs of HD J-Cups, four pairs of safety squad arms, four pull-up bar, four dip bar attachments, one 15-feet climbing rope, four medicine balls and eight jump ropes with magnetic handles that easily attach to the cabinet doors, just to name a few.

"It provides a great outdoor fitness alternative, especially during the high-traffic hours, when the gym is operating at its capacity limit," said Capt. Nicole Flanagan, Operations Officer, 412th Force Support Squadron.

The structure is modular, weather-resistant and solarpowered, eliminating constructions and electricity costs, as well as embracing an environment-friendly program.



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BRIDGING THE GAP: **ANPs at Creech improve** squadron medical readiness

by Senior Airman Victoria Nuzzi Creech AFB, Nev.

The new Aeromedical Nurse Practitioner career field has grown significantly and improved squadron medical readiness by bridging the gap between medical services and squadrons around the Air Force since it started in 2019.

At Creech Air Force Base, Nev., there are two ANPs, and this is how they have impacted the mission.

The career field began officially in 2019 at the 96th Medical Group, Eglin AFB, Fla. An ANP is similar to a Family Nurse Practitioner except FNPs primarily work with military families and ANPs primarily take care of activeduty flyers because they are certified and licensed to do so.

Most Air Force installations only have one ANP stationed per wing. However, due to the unique mission set of the 432nd Wing/432nd Air Expeditionary Wing where Airmen fly combat operations 24/7/365 and there are over 2000 MQ-9 Reaper remotely piloted aircraft flyers, Creech was allotted two ANP positions. Capt. Maylin Taylor is assigned to the 15th Attack Squadron, and Maj. Adrienne Vieson is assigned to the 867th Attack Squadron and they are responsible for more than 400 flyers each.

"Since we have been here, we've significantly improved our squadron's medical readiness, which has led to more airmen being deployment-ready faster and able to fly," said Taylor. "We have done this by helping reduce delays in medical care and setting up appointments faster for our airmen.

ANPs are not usually embedded into squadrons and are normally assigned to a medical group. At Creech AFB however, the mission requires them to be a part of the squadrons to help more flyers accomplish the mission.

"We really have two major things we do here, which is work in the clinic which means running sick calls, seeing flyers for physical health assessments and performing other common clinic duties," said Taylor. "On other days, we stay in the squadrons and we are really there for whatever medical needs should arise and need to be looked at. Vieson and I being in the squadron helps mitigate delays and the common difficulties of getting medical appointments so that the flyers can focus on flying the mission."

Additionally, they have been able to

increase access to women's healthcare for women across the wing.

'Women appreciate male providers, but most women want to be seen by female providers and because before that there was a backlog of things such as pap smears and other women's health procedures," said Vieson. "Women would have to be sent to Nellis AFB which put a strain on them and took them away from their jobs here and since we have been here, Capt. Taylor and I have been able to alternate care for flyers and non-flyers and we can provide multiple types of women's care that was not available here before"

Additionally, the ANPs at Creech AFB work closer with Airmen in contrast to other medical career fields.

"In our career field, we get to take care of people at a different level," said Vieson. "It is more personal since I know exactly what is going on with my people. I know if they are having surgery, if their spouse is, and all that sort of stuff, and because I know it, I can find out how they are doing faster and help them personally."

The two ANPs themselves both wanted to go into the medical career field and work closely with Airmen and the Air Force mission and the ANP career field fulfilled that.

Taylor is originally from Greenville, S.C., and joined the Air Force to pay for her Doctorate in Nurse Practice. She joined the Air Force originally as a FNP and was stationed at Joint Base Elmendorf-Richardson, Alaska. After a few years, she became an ANP and arrived at Creech AFB.

"I was really excited to be an ANP at Creech because I would be working in a squadron, which is unusual for my career field," said Taylor, "I had orders to Nellis, but was offered the position at the 15th ATKS en route and I said yes, sign me up. When working at medical groups, you can sometimes forget about the mission side of things, but being a part of a squadron means I can see how I impact the mission directly and I love it."

Vieson is originally from Bryan, Texas, and was a registered nurse in the civilian sector before joining. She joined the Air Force when she decided that she needed to serve and give back to the people who willingly sacrifice after a friend of hers in the U.S. Marine Corps passed away in the line of duty.

She joined the Air Force as a registered nurse and was stationed at Nellis. Shortly after, she went to the Uniformed Services University of Health Sciences, received her Doctorate of Nursing Practice and became an FNP. After finishing her schooling, she was stationed at Joint Base San Anotonio-Lackland where she worked in warrior medicine and family medicine. Afterward, she became an ANP and received orders to Creech AFB.

"When I joined the military, I wanted to work closely with the active duty and the mission side, but I was not getting that in my career the way it was going," said Vieson. "I felt removed from the mission, but when the opportunity arose to be able to work closely with flyers by being an ANP, I took the opportunity."

The new career field has seen constant changes as it has continued to grow and the future looks bright for those who volunteer to join, said the two ANPs.

"Some advice I would give to someone joining this career field is to just roll with it and be flexible," said Taylor. "What we learn in training has good foundational qualities, but it doesn't always address the specifics of a base we will be going to. Therefore, you need to be flexible to deal with things you may not have learned in training.'

Flexibility is not the only thing that is needed when joining or working with a new career field, you also need patience said Vieson.

"My biggest advice would be to have patience," said Vieson. "This career field has not been around for very long and we are still fighting through some bureaucracy, we have come so far from where we started and we have grown so much."



while bridging the gap between medical services and airmen. Air Force photographs by Senior Airman Victoria Nuzzi



Capt. Maylin Taylor, 15th Attack Squadron aeromedical

nurse practitioner, examines Airman 1st Class Makila

Thomas, 99th Operational Medical Readiness Squadron

medical technician, at the Hunters Medical Clinic, Creech

Air Force Base, Nev., Dec. 11, 2024. The ANPs at Creech have

significantly increased access to women's healthcare across

the wing by performing things such as pap smears and other

LEFT: Maj. Adrienne Vieson, 867th Attack Squadron

aeromedical nurse practitioner, examines a patient at the

Hunters Medical Clinic, Creech Air Force Base, Nev., Dec. 11,

2024. An ANP is a medical provider who primarily works with

airmen in flying squadrons ensuring they can fly and deploy

women's healthcare procedures.

GUAM, from Page 3–

ment, and logistics support are second-to-none. We took great pride in providing riskinformed test expertise to our mission partners in support of

a USINDOPACOM capabilities exercise with outsized strategic importance."

FEM-02 is the first demonstration from Guam as part of the long-term initiative for the defense of the U.S. terri-



Air Force photograph by Todd Schannuth Edwards Air Force Base C-17 33121 of the 418th FLTS begins its takeoff roll from EDW as Edwards KC-135

Air Force photograph by Heather Cavaliere

An advanced Medium Range Ballistic Missile is air launched from a C-17 aircraft off the coast of Andersen Air Force Base, Guam, as part of Flight Experiment Mission-02. The Missile Defense Agency, in cooperation with U.S. Department of Defense partners, successfully conducted FEM-02 on Dec. 10, 2024.

tory and will inform the larger effort to develop, install and operate GDS, which would be comprised of a combination of DOD service components working together to provide an Enhanced Integrated Air and land defense, a top priority for

Missile Defense system. Together, the DOD service components would develop and deploy a persistent layered integrated air and missile defense capability.

Within the context of home-

the Department of Defense, Guam is also a strategic location for sustaining and maintaining U.S. military presence, deterring adversaries, responding to crises, and maintaining a free and open Indo-Pacific region.

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3D printing revolutionizes MQ-9 maintenance training at Creech AFB

by Senior Airman Renee Blundon Creech AFB, Nev.

The 432nd Wing at Creech Air Force Base, Nev., is treading new territory by using 3D printing to transform maintenance training for the MQ-9 Reaper, advancing the direction of remotely piloted aircraft more towards the Air Force's recent innovation objectives.

During the process to launch Creech's 3D printing project, the organization navigated issues that delayed its debut, but through the tireless efforts of leader-ship in the MQ-9 Air Force Engineering and Technical Services team, rollout for the device has begun.

Kennon Nichols, the supervisor for the MQ-9 AFETS team, was tasked with securing approvals and funding for bringing 3D printing capabilities to base. Partnering with Col. Joseph Deporter, 432nd Maintenance Group commander, they secured the funding to purchase two 3D printers and set-up a 3D printing facility. During his tenure, the team developed 3D printing capabilities to remedy MQ-9 spare training part shortages. This in turn solved logistical and financial hardships that had previously impacted training.

"You have to find innovative ways to overcome obstacles by thinking outside the box," said Nichols. "Our team, along with Col. Deporter worked hard to find a solution to the problem with the spirit of innovation."

The operational heart of the 3D printing initiative, Remington Young, MQ-9 AFETS airframe propulsion and generation equipment specialist, constructed a state-of-the-art 3D printing facility, and serves as an active instructor and guide for base personnel learning to utilize the equipment.

As an Air Force veteran, Young enjoys passing his knowledge to the new generation and getting them hands-on experience with the new tech. Having a background in aircraft maintenance, his direct and methodical approach has empowered those at Creech to get a step ahead on the learning curve.

"It's a funny story, given that my first 3D printer was from my wife for Christmas in 2016," Young said, reflecting on how far the tech has come. "Now we are printing military training equipment. This tech equips our Airmen with practical skills, saves lives and takes what was a \$10,000 dollar part in the past and allows it to be printed at high-speed for \$15. It's the future."

Inside the printing lab, Eric Pavelka, MQ-9 Avionics senior equipment specialist, oversees and coordinates the plethora of projects on queue at any given time. Pavelka's role directly impacts the facility, keeping everything on target and meeting tight deadlines.

As the main contact point for pur-

chases and management of space on the floor, he makes sure that the inventory and layout is up to date, ensuring the availability of the physical components required for training maintainers are made in a timely and cost-effective manner.

"There are a lot of rules when it comes to money and what we're actually able to purchase, but we all came to the consensus of a legitimate need for printers because we could see the added benefits that it would provide for all of our training," Pavelka explained. "We researched, found some suitable items, and then I coordinated with the MXG Resource Adviser."

The future of 3D printing within the military presents many groundbreaking applications. From diagnosing aircraft damage to printing replacement parts onsite, the technology offers more streamlined options with minimized downtime.

As the Creech AFETS team continues to push boundaries, leaders like Nichols, Young, and Pavelka exemplify the innovative spirit essential for modern military readiness. Their combined expertise and steadfast determination showcase a pathway forward where technological advancement and military resilience are



Air Force photographs by Senior Airman Renee Blundon Kennon Nichols, Air Force Engineering and Technical Services MQ-9 team supervisor, builds a 3D printed model of a spare part to use for training aircraft maintainers at Creech Air Force Base, Nev., Nov. 4, 2024. Nichols not only secured approvals and funding to bring 3D printing capabilities to the base but he also helped design the spare parts needed for training MQ-9 maintainers.

Eric Pavelka, Air Force Engineering and Technical Services MQ-9 avionics senior equipment specialist, operates a 3D Printer at Creech Air Force Base, Nev., Oct. 28, 2024. Pavelka oversaw and coordinated the plethora of 3D printing projects in the new 3D printing facility and served as an active instructor for base personnel learning to utilize the equipment.

interwoven, heralding a new era of training and maintenance excellence.

"I can't say enough great things about what additional capabilities the 432nd MXG AFETS team brings to the more than 800 Hunter maintenance profes-

sionals here at Creech AFB and deployed overseas each and every day," said Deporter. "Thanks to this new 3-D printing capability our already exceptional maintainers will be able to learn their craft at a higher level."

A recently installed 3D printer works on the creation of a spare part used to train MQ-9 aircraft maintainers at Creech Air Force Base, Nev., Oct. 28, 2024. Two 3D printers were procured by the base for the new 3D printing facility, aimed to expand capability within the unit by utilizing 3D printing technology.



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COMACC Commanders Group visits Creech AFB



Col. Nicholas Pederson, 432nd Wing/432nd Air Expeditionary Wing commander, Chief Master Sgt. Corey Shipp, 432nd Wing/432nd Air Expeditionary Wing command chief, Maj. General Bryan Salmon, special assistant to the director of the Air National Guard at the Pentagon, and members of the Commander of Air **Combat Command Commanders** Group pose for a picture during a COMACC Commanders Group visit to Creech Air Force Base, Nev., Jan. 8, 2025. As key partners and advocates, the COMACC Commanders Group helps ACC navigate local challenges and leverage opportunities to support Airmen and their families.



Air Force photograph by Senior Airman Renee Blundon

A Commander of Air Combat Command Commanders Group member participates in a taser demonstration with Maj. Jared Hafich, commander of the 432nd Security Forces Squadron, during a COMACC Commanders Group visit at Creech Air Force Base, Nev., Jan. 8, 2025. Two members of the COMACC Commanders Group volunteered to receive exposure to 50,000 volts for five seconds to better understand, first-hand, how the body reacts.



Two members of the Commander of Air Combat Command Commanders Group participate in a stress vest demonstration during a COMACC Commanders Group visit at Creech Air Force Base, Nev., Jan. 8, 2025. Creech AFB is leading the way in ACC with the stress vests that allow for more realistic training scenarios for Security Forces.



Air Force photograph by Senior Airman Renee Blundo

Senior Airman Kyle Fisher, 432nd Aircraft Maintenance technician, shows two members of the Commander of Air Combat Command Commanders Group an up-close view of a MQ-9 Reaper assigned to the 432nd Wing during a base tour at Creech Air Force Base, Nev., Jan. 8, 2025. The Reaper is employed primarily as an intelligencecollection asset and secondarily against dynamic execution targets.

Air Combat Command hosts C2 Summit to enhance integration

by 57th Wing Public Affairs *Nellis AFB, Nev.*

Military leaders from across the world gathered at the Command and Control (C2) Summit, held at Nellis Air Force Base, Nev., Jan. 13-14, 2025, to discuss how the Air Force works with joint and allied partners to improve C2 capabilities.

The annual summit, hosted by the Air Combat Command commander, is a key forum for discussing strategies within the U.S. Air Force's component structure and the broader C2 enterprise as they relate to challenges within U.S. Indo-Pacific Command and other theaters.

"Forging U.S. and coalition partner relations is critical to our ability to leverage their capabilities and capacity as we collectively face fifth generation adversaries," said Gen. Ken Wilsbach, ACC commander. "We must ensure we are ready to command and control an integrated fighting force to uphold our common shared values."

Senior leaders from across the Air Force and Department of Defense participated in this year's summit, representing U.S. combatant commands, U.S. Air Force major commands and joint services. They were joined by allied and partner representatives from Canada, Australia, the United Kingdom, and NATO to discuss the respective contributions to the joint and coalition all-domain effort.

U.S. and allied leaders reaffirmed their commitment to upholding core democratic values, individual liberty, human rights, and national sovereignty. The Quadrilateral Security Dialogue, a coalition of U.S., Australia, India, and Japan, also reinforced its support for a rules-based international order, freedom of navigation, and democratic values in the Indo-Pacific.

"Should competition degrade

into conflict, our ability to rapidly field weapons systems at the speed of relevancy, train multi-domain operators, and effectively command and control forces against a highly capable adversary will enable the U.S. and partner nations to increase combat effectiveness while reducing risk to mission force in a complex wartime environment," said Maj. Gen. David Shoemaker, ACC's director of Air and Space Operations.

DOD participants also discussed the available U.S. warfighting resources and capabilities that could support the different combatant commanders' campaign plans, with an emphasis on identifying and addressing any gaps that might limit an integrated, alldomain response. Coalition partners added valuable insights into their own C2 and domain awareness capabilities and how they could integrate them into U.S.-led operations.



Air Force photograph by Staff Sgt. Jose Miguel T. Tamondong

Gen. Ken Wilsbach, Air Combat Command commander, delivers opening remarks to a group of senior military leaders, including U.S. Air Force Gen. Kevin Schneider, Pacific Air Forces commander, during the Air Force's annual Command and Control Summit at Nellis Air Force Base, Nev., Jan. 13, 2025. More than 150 military personnel representing U.S. Combatant Commands and U.S. Air Force Major Commands attended this year's summit, hosted by ACC, in addition to senior representatives from Canada, Australia, the United Kingdom, the North Atlantic Treaty Organization, U.S. Army, Navy, Marine Corps, and Space Force.



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Staff Sgt. Michael Hollingsworth, 355th Operational Support Squadron air traffic control supervisor, reads over a checklist before taking control of air traffic operations at Davis-Monthan Air Force Base, Ariz., Jan. 16, 2025. Each ATC Airmen practiced relaying operations information to the landing aircraft to qualify for their training.



Airmen from the 355th Operational Support Squadron prepare lights for night operations at Davis-Monthan Air Force Base, Ariz., Jan.16, 2025. Before taking part in the field training exercise, Airmen from the air traffic control tower were required to pass a written exam.



Air Force photographs by Senior Airman Andrew Garavito Airman 1st Class Derek Helsey, 355th Operational Support Squadron air traffic controller, hammers a stake into the ground to prepare a landing zone at Davis-Monthan Air Force Base, Ariz., Jan. 16, 2025. Airmen from the air traffic control tower participated in required upgrade training for career development.



A wind gauge sits on a tripod measuring the wind speed and direction at Davis-Monthan Air Force Base, Ariz., Jan. 16, 2025. For an aircraft to land for a "touch and go" during the training, an air traffic controller must relay the wind direction to the aircraft.



Senior Airman Kevin Kwalek, 355th Operational Support Squadron air traffic controller, sets up a wind speed gauge before relaying data to the landing aircraft at Davis-Monthan Air Force Base, Ariz., Jan. 16, 2025. As part of the training, ATC Airmen reviewed a checklist to ensure all qualifications were met.









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In 1930, Charles Lindbergh was flying a glider in Lebec



Aviator Charles A. Lindbergh (center-left) leans over the nose of a Hawley Bowlus glider as it's being prepared for a test flight in the hills above Lebec.

by Bob Alvis special to Aerotech News

With all the talk about the Right Stuff and test pilots here in the Antelope Valley, you would think all aviation was connected to Edwards Air Force Base.

But in February of 1930, probably the most famous pilot in the world could be found at the west end of our valley, staying at the little town of Lebec along the old Ridge Route connecting Los Angeles and Bakersfield.

Charles A. Lindbergh and his band of "seat of the pants" aviators found themselves in the foothills there because the slopes and updrafts were a perfect fit for development of non-powered aircraft, or sail planes and gliders, as they became to be called.

Plane development and flight was crude as the planes were fixed and modified in the camps, tents and tables that became the homes and shops for these adventureseeking pilots.

A couple photos from an old Popular Science Monthly photo essay shows Lucky Lindy working on his sail plane after an in-flight emergency

where a control surface failure occurred, and he managed to fly it to a safe conclusion.

Reading more about this operation, it's amazing to think that just a couple years after his Atlantic Crossing, Charles and his wife would get their glider pilots licenses just a couple weeks before they came to Lebec. Charles would be only the ninth holder of a glider pilots' license in America.

Today, Lebec is just a speck on a map and this early group of aviation pioneers are all long gone.

But taking a trip out to the hillsides there, we can imagine the sights and sounds of early aviators riding the wind waves generated by our west Antelope Valley foothills!

The photos here were all taken at Lebec and you can see Mr. Lindbergh bent over the front of the glider that he had just landed and reaching into a tool box as he was assembling the glider.

The photo showing the gathering at the famous Lebec Hotel shows pressmen and pilots all gathered around the dining room table with Charles on the right-hand side, middle and we can only

imagine what the talk was like among that incredible crowd of men and women.

Pretty cool to think this small footnote of aviation history took place here in our valley and just 17 years later, man would be flying in these skies faster than the speed of sound!

Until next time, Bob out ...

Photograph by George Watson, courtesy of scvhistory.com

Charles A. Lindbergh (crouching at center) prepares for a flight in an experimental glider in Lebec in early 1930. The wings are being put on the glider after it has been lifted off of owner W. Hawley Bowlus' trailer.



Photograph by George Watson, courtesy of scyhistory.com

Aviator Charles Lindbergh (third from right) and pioneer aircraft builder Hawley Bowlus (fourth from right) join newsreel and print media photographers for a little party at the restaurant inside the Lebec Hotel after a day of glider flying near the Ridge Route. Aviators on the right, pressmen on the left.

Lindy Astonishes Newsreel, Press Men

SANDBERG, Callf., Feb. 3.—(UP) —Colonel Charles A. Lindbergh. holding a brand new first class gitder's license, was here today with Harvey Bowlus, holder of the na-tional record for sustained flight in a motorless plane, 'to experiment with that type of aircraft. The flying colonel and Bowlus, under whose supervision Lindbergh won his gilding, license recently, es-tablished a camp near Sandberg inn yesterday as a base for their test flights with the latter's gilder. Lindbergh astonlshed newspaper and news reel men yesterday by dropping, in his enthusiasm over a new field of flying endeavor, the tacitumity which had marked his contacts with the press during the past months. He actually told the men his plans.

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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 12th day of February 2025** or thereafter. The auction is being held at **www.selfstorageauction. com** by competitive bid. The property is stored by **Nova Storage located 7349 Suva St, Downey CA 90240**

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

6432 Jimenez, Raywer 6413 Alarcon, Yvette 6131 Richbow, Rashion 1027 Amezquita, Sidney 3127 Vargas, Gabriel 5022 Akiyama, Glen 5074 Robles, Annie 4018 Akiyama, Glen 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 12th day of February 2025 or thereafter. The auction is being held at www.selfstorageauction.com by competitive bid. The property is stored by Nova Storage located 13129 S. Figueroa Street, Los Angeles, CA 90061

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

G33 Mann, Carlton N01 Robinson, Cheryl P30 Harris, Shamika N31 Randolph, Pam U02 Brown, Davida I24 Robinson, Cheryl W06 Porcayo, Maria R04 Barba, Rubi J31 Nichols, Lamont E19 Gillis, Edward A22 Rios, Mauricio V18 Arias, Ana D03 Chavez, Luis Alberto 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 12th day of February 2025 or thereafter. The auction is being held at www.selfstorageauction.com by competitive bid. The property is stored by Nova Storage located 11230 Wright Road, Lynwood, CA 90262.

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

G848 Love, Rita F759 Vazquez, Josue H241 Cruz, Oliver E584 Coronel, Ernestina A004 Sanchez, Nivea F666 Lomeli, Alfredo 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 12th day of February 2025 or thereafter. The auction is being held at www. selfstorageauction.com by competitive bid. The property is stored by Nova Storage located, 5951 East Firestone Blvd., South Gate, CA. 90280

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

0649 Verdin Alvarez, Ana 0584B Ramirez, Maria 2430 Ojeda, Jose R 2330 Guzman, Rosa Angelica 1319 Estrada Pena, Alejandro 2104 Zarate, Lorena 0222 Mosley, Delvin 2257 Prado, Chris 1306 Placencia, Richard 0582 Perez, Norberto Daniel 0633 Jackson, Natasha 1015 Placencia, Richard 1043 Aguirre, Angelica 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 12th day of February 2025 or thereafter. The auction is being held at www.selfstorageauction. com by competitive bid. The property is stored by Nova Storage located 13043 Foothill Blvd Sylmar, CA 91342

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

0325 Medina, Evelyn 0145 Dorado, Cristina Rae 0629 Magdaleno, Ignacio 3420 Cuellar, Sandra 0659 Romero, Guadalupe 3030 Carder, James 0284 Mlfashi, Mohammed

Date: January 23rd, 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

NOTICE OF PUBLIC LIEN SALES Business & Professional Code Section 21700-21707 NOTICE OF PUBLIC LIEN SALES NOTICE OF PUBLIC LIEN SALES NOTICE OF PUBLIC LIEN SALES **NOTICE OF PUBLIC LIEN SALES** NOTICE OF PUBLIC LIEN SALES **Business & Professional Code Section Business & Professional Code Section** 21700-21707 21700-21707 21700-21707 21700-21707 21700-21707 Notice is hereby given by the Notice is hereby given by the Notice is hereby given by the undersigned Notice is hereby given by the undersigned that Notice is hereby given by the undersigned undersigned that a public lien sale of the undersigned that a public lien sale of the that a public lien sale of the following that a public lien sale of the following a public lien sale of the following described following described personal property following described personal property described personal property will be held at described personal property will be held at personal property will be held at the hours will be held at the hours of 12 noon on will be held at the hours of 12 noon on of 12 noon on the 12th of February 2025 or the hours of 12 noon on the 12th of February the hours of 12 noon on the 12th of February the 12th of February 2025 or thereafter. the 19th of February 2025 or thereafter. 2025 or thereafter. The auction is being 2025 or thereafter. The auction is being thereafter. The auction is being held at www. The auction is being held at www. The auction is being held at www. held at www.selfstorageauction.com by held at www.selfstorageauction.com by selfstorageauction.com by competitive bid. selfstorageauction.com by competitive selfstorageauction.com by competitive competitive bid. The property is stored by competitive bid. The property is stored by The property is stored by 3305 E. Palmdale bid. The property is stored by Nova bid. The property is stored by Nova Nova Storage located at 14800 Rinaldi St Nova Storage located at 825 W Avenue L12., Blvd., Palmdale, CA 93550. Storage located 16488 Adelanto Rd. Storage located 16488 Adelanto Rd. Mission Hills, CA 91345. Lancaster, CA 93534. Adelanto, CA 92301. Adelanto, CA 92301. The items to be sold are generally described The items to be sold are generally described The items to be sold are generally described as follows: Furniture, clothing, tools and The items to be sold are generally The items to be sold are generally as follows: Furniture, clothing, tools and or other household items stored by the as follows: Furniture, clothing, tools and described as follows: Furniture, clothing, described as follows: Furniture, clothing, or other household items stored by the or other household items stored by the following persons. tools and or other household items tools and or other household items following persons. following persons. stored by the following persons. stored by the following persons. 12101 Watley, Tasou 0375 Fields, Catherine 0105 Sneed, Eugenia D36 Payne, Victor A048 Calvillo, Adan F10 Williams Benjamin, DaShonne 0572 Soto, Ricardo 0124 Stelmach, Adam E345 Rodriguez, Edgar B18 Brown, Christina 0450 Rodriguez, Bertha 0172 Sneed, Eugenia E396 Lopez, Justin F74 Gonzalez, Nicole 0404 Gonzales, Michelle 0478 Miller, Carv D177 Powell, Terrence BPG Entertainment LLC Date: February 5th, 2025, Signed NOVA E20 Ballock, Billy 0265 Martinez, Joe 0460 Smith, Darrell D210 Miller, Michelle E39 Castrellon, Ana STORAGE 0534 Swedlund, Lance 0592 Sneed, Eugenia G596 Evans, Christina F10 Williams Benjamin, DaSh F56 Chavarin, Lani E522 Scott, Carol G588 Barnes, Luella D10 Brown, Candice H06 Reves Valenzuela, Yesica C01 Christopher, Theron C03 Taylor, Rickeishia

Date: January 23rd 2024Signed 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



EARLY BIRD PRIZE #1

EARLY BIRD PRIZE #2



Enter By: Midnight February 27 for the Early Bird prizes

Tickets \$100 or limited 3 packs for \$250 Don't forget the 50/50 Add-on Jackpot!



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"Values based on MSRP at time of prize selection



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ASPIRE AT CYPRESS CROSSING Single-family homes



JOSHUA LANDING Single-family homes from the low \$600s



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