

March 25 - 26, 2023

THUNDER & LIGHTNING OVER



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Col. Scott C. Mills
355th Wing Commander

Welcome!

We at Davis-Monthan are thrilled to welcome the community to Thunder and Lightning Over Arizona 2023. This air show which will be held on the 25th and 26th of March will be a perfect opportunity to get a firsthand look at the capabilities of the Department of Defense. We have some amazing performances lined up to include The U.S. Air Force Air Demonstration Squadron “The Thunderbirds,” as well as our very own A-10C Thunderbolt II Demonstration Team, and many more. We hope our local community will take this opportunity to get to know the Airmen of DM and the missions that they support.

For more information on the Thunder and Lightning Over Arizona 2023, please keep an eye on our official social media platforms, the DM website, and the official air show website at dmfss.com/airshow.

RESCUE & ATTACK!

Col. Scott C. Mills
355th Wing Commander

Air Show Events

Saturday & Sunday

Parking, gates and static displays open at 9 a.m.

• Flying ends at 4:30 p.m. • Base closes at 5 p.m.

- U.S. Air Force Thunderbirds
- U.S. Air Force A-10 Thunderbolt II Demo Team
- U.S. Air Force F-35 Lightning II Demo Team
- U.S. Air Force Desert Lightning CSAR Demo
- KP Stunt Productions
- Red Bull Fixed-Wind Aircraft
- Smoke-n-Thunder Jet Shows
- Pylon Aviation BE 105 Helicopter
- T-33 Shooting Star
- EA-18G Growler
- Vicky Benzing
- Kent Pietsch
- Red Bull Skydivers
- Tom Larkin — Mini Jet Airshows

Specific times and order of performers will not be released by the air show to allow for security, safety, weather and operational concerns. Performers and aircraft are subject to change or cancel without notice.



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Aerotech News and Review prepares all editorial content for *Desert Lightning News*. The editor will edit or rewrite submitted material for clarity, brevity or to conform to the Associated Press Style Guide, local policy and Air Force style as required by Air Force Instruction 35-101. Contributions for *Desert Lightning News* can be emailed to the editor at kim@aerotechnews.com. Submission deadlines are the 15th day prior to the month of publication. Submissions will be based on space available and priority. *Desert Lightning News* uses information from Davis-Monthan Air Force Base website,

the Armed Forces Information Service, Air Force News Service, Air Combat Command, staff writers and other sources. All advertising is handled by Aerotech News and Review. For business advertising, call 877-247-9288 or email Sandi Bueltel at sbueltel@aerotechnews.com.

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U.S. AIR FORCE THUNDERBIRDS



Millions of people have witnessed the Thunderbirds' demonstrations, and in turn, they've seen the pride, professionalism, and dedication of hundreds of thousands of Airmen serving at home and abroad.

The Thunderbirds squadron is an Air Combat Command unit composed of eight pilots (including six demonstration pilots), four support officers, three civilians and more than 130 enlisted personnel performing in 25 career fields.

A Thunderbirds air demonstration is a mix of formation flying and solo routines. The four-aircraft diamond formation demonstrates the training and precision of Air Force pilots, while the solo aircraft highlight the maximum capabilities of the F-16 Fighting Falcon.

The pilots perform approximately 30 maneuvers in a demonstration. The entire show, including ground and air, runs about an hour and 15 minutes. The season lasts from March to November, with the winter months used to train new members.

The Thunderbirds have the privilege and responsibility to perform for people all around the world, displaying the pride, precision, and professionalism of American Airmen. In every hour-long demonstration, the team combines years of training and experience with an attitude of excellence to showcase what the Air Force is all about.

The sharply choreographed, drill-style ground ceremony kicks off the demonstration by showcasing the attention to detail and esprit de corps that defines our enlisted members. As the jets take to the skies and fly only a few feet from wingtip to wingtip, the crowd gets a glimpse of the awesome skills and capabilities that all fighter pilots must possess. The solo pilots integrate their own loud and proud routine, exhibiting some of the maximum capabilities of the F-16 Fighting Falcon: the Air Force's premier multi-role fighter jet.

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— U.S. Air Force A-10C Thunderbolt II —

The A-10C Thunderbolt II is the first Air Force aircraft specially designed for close air support of ground forces. They are simple, effective and survivable twin-engine jet aircraft that can be used against light maritime attack aircraft and all ground targets, including tanks and other armored vehicles.

The first production A-10A was delivered to Davis-Monthan Air Force Base, Arizona, in October 1975.

The A-10C offers excellent maneuverability at low airspeeds and altitude, while maintaining a highly accurate weapons-delivery platform.

It is able to combine large military loads, long loiter and a wide combat radius. The Thunderbolt II's 30mm GAU-8/A Gatling gun can fire 3,900 rounds a minute and can defeat an array of ground targets to include tanks. Some of their other equipment include electronic countermeasures, target penetration aids, self-protection systems and an array of air-to-surface weapons, including laser and GPS guided munitions, AGM-65 Maverick and AIM-9 Sidewinder missiles.

Thunderbolt IIs have Night Vision Imaging Systems (NVIS), goggle compatible singleseat cockpits forward of their wings, Helmet Mounted Cueing Systems, and a large bubble canopy which provides all-around vision for pilots.

The A-10 served in Operation Desert Shield, and Operation Desert Storm, the American



intervention against Iraq's invasion of Kuwait, where the A-10 distinguished itself. The A-10 also participated in other conflicts such as Operation Urgent Fury in Grenada,

the Balkans, Afghanistan, Iraq, and against the Islamic State in the Middle East.

— See feature on Page 18

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— The F-35AA Lightning Demonstration Team —

The F-35A Demonstration Team of 388th Fighter Wing, Hill Air Force Base, Utah, is composed of approximately 15 active-duty maintenance and support Airmen assigned to 388th Fighter Wing and selected through an application process for their excellence in their respective jobs. Team members serve roughly two-to-three years on the team before returning to operational Air Force units.

The approximately 18-minute-long demo will highlight some of the F-35A's capabilities, to include its advanced flight controls, agility, and high-G maneuverability. The ground crew will also showcase the professionalism and precision of America's Airmen through a choreographed launch routine, as well as provide opportunities for people around the world to meet and interact with members of the team and learn about the United States Air Force.

The F-35A, America's newest fifth-generation fighter, provides game-changing stealth, interoperability, and lethality. It can penetrate dangerous airspace and defeat evolving threats both in the air and on the ground.

— See feature on Page 20



U.S. Air Force photo

— USAF Desert Lightning Team CSAR Demo — (HH-10, A-10, F-16, HC-130)



U.S. Air Force photo

The 563rd Rescue Group at Davis Monthan AFB directs flying operations for the U.S. Air Force's only active-duty rescue wing dedicated to Combat Search and Rescue. The group is responsible for training, readiness, and maintenance of one HC-130 squadron and two HH-60 squadrons, two pararescue squadrons, two maintenance squadrons and an operations support squadron operating from two geographically separated operating locations.

79th Rescue Squadron

The 79th Rescue Squadron operates the HC-130J Combat King II and provides rapidly deployable combat search and rescue forces to theater commanders world-

wide. It conducts helicopter air refueling, airdrop and airland of pararescue personnel and/or equipment in support of combat personnel recovery. Its crews are capable of landings on short, unimproved, runways and low-level operations during day or night with night vision goggles.

55th Rescue Squadron

The 55th Rescue Squadron operates the HH-60G Pave Hawk and provides rapidly deployable combat search and rescue forces to theater commanders worldwide. They tactically employ the HH-60G helicopter and its crew in hostile environments to recover downed aircrew and isolated personnel during day, night, or marginal weather

conditions. The squadron also conducts military operations other than war including civil search and rescue, disaster relief, international aid, emergency medical evacuation and counter-drug activities.

48th Rescue Squadron

The 48th Rescue Squadron trains, equips and employs combat-ready pararescuemen, combat rescue officers and supporting personnel worldwide in support of U.S. national security interests. It provides survivor contact, treatment, and extraction during combat rescue operations, uses various fixed and rotary wing insertion and extraction assets. It employs by any means available to provide combat and humanitarian search, rescue, and medical assistance in all environments.

68th Rescue Squadron

The 68th Rescue Squadron, also known as the Guardian Angel Formal Training Unit (FTU), designs and conducts Guardian Angel mission qualification and skills training to meet combat capability requirements and integration with joint forces. The FTU instructs a series of advanced formal courses to maximize standardization of training across the career field and produce combat mission ready warriors.

923rd Aircraft Maintenance Squadron

The 923d Aircraft Maintenance Squadron maintains, services, and inspects its HH-60G "Pave Hawk" and HC-130J "Combat King II" aircraft. It also plans, schedules, and directs both scheduled and unscheduled preventative maintenance to maintain mission ready status. The squadron performs all launch and recovery operations. It rapidly generates, mobilizes, deploys, and employs forces to provide combat and peacetime search and rescue operations in support of U.S. national security interests.

563rd Operations Support Squadron

The 563rd Operations Support Squadron supports all aspects of the training and employment of the 563rd Rescue Group's seven combat-ready HC-130, HH-60, pararescue and maintenance squadrons totaling 1,125 military and civilian personnel. It provides all operational support functions including weapons and tactics, current operations, intelligence, training, life support, mobility and flying hour program management. As a worldwide deployable unit, it also is responsible for implementing contingency and theater war plans.

Wings of Blue Jump Team

Each year the U.S. Air Force Parachute Team performs in front of millions of spectators at national and international parachuting demonstrations. From their signature “Bomb Burst” maneuver at terminal velocity to mentoring and sharing experiences with a classroom in middle America, members of the demonstration team are proud to display world-class performances with unparalleled professionalism to the American public.

The Wings of Blue run the U.S. Air Force Academy’s Basic Freefall Parachuting course, known as Airmanship 490 (AM-490). The team serves primarily as jumpmasters and instructors, forging leaders of character through this unique training experience.



U.S. Air Force photo



Courtesy photo

Vicky Benzing (Stearman)

The 1940 Boeing Stearman that Vicky Benzing flies in her aerobatic show remains as originally built 83 years ago except for the engine and a smoke system. It has two ailerons instead of four, like most Stearman flown in air shows, so it takes two hands on the stick and a lot of muscle to roll it — and it rolls very slowly. Vicky has learned to keep positive G’s on her Stearman at all times, just as the World War II pilots would have done. Vicky considers herself lucky to be a steward of this timeless masterpiece.

With more than 9,500 hours of flight time and more than 1,300 parachute jumps, Benzing’s flying career has spanned 40 years. She holds a surface level aerobatic waiver and has flown hundreds of air show performances at venues across the United States, including as an invited performer at the EAA AirVenture in Oshkosh, Wisconsin.

Tom Larkin (Mini Jet Airshows)

The “star” of Mini Jet Airshows is a modified Sub-Sonex Jet, otherwise known as JSX003. The SubSonex is an Experimental Jet that comes as a kit from the Sonex factory in Oshkosh, Wisconsin. It weighs 500 pounds, goes up to 300 mph, and it is fully aerobatic. This particular aircraft was the first kit ever sold and flown, and it has been flying for approximately four years. The jet is powered by the PBSTJ-100 engine from the Czech Republic, and at full throttle it can produce 258-pounds of thrust while burning 45 gallons per hour of jet fuel. As beautiful as the jet is, there is no paint on it. It is completely wrapped in a vinyl covering, like a show car. The smoke system is custom, and it puts out a smoke trail from start to finish.

During the show, pilot Tom Larkin will be performing a cross section of maneuvers that he routinely used while instructing and flying fighters in the Air Force. Mini Jet Airshows is the culmination of a 30 plus year dream to own and fly a Mini Jet in airshows.

If you’ve never seen a jet doing a full aerobatic routine in a small confined space, you’re in for a real treat!



Courtesy photo

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161st ARW KC-135

The KC-135 is the core air refueling platform for the U.S. Air Force and has excelled in this role for more than 50 years. The 161st Air Refueling Wing operates the KC-135 "R" model, the latest version of the aircraft. Depending on the fuel storage configuration, the KC-135 can carry up to 200,000 pounds of JP-8 fuel, and 83,000 pounds of cargo, or personnel.

The 161st ARW's federal mission is to organize, train and equip units and individuals to meet worldwide requirements in support of the Air Force's Global Reach mission. It is a combat force multiplier for rapid mobilization, worldwide deployment, airlift, aeromedical evacuation, and sustained aerial refueling operations for United States and partner nation air forces.

Between aeromedical evacuations, disaster relief efforts, and delivery of cargo and personnel, the 161st is one of the busiest tanker units in the Air Force and the Air National Guard. The wing deploys the tanker globally, landing and operating in both foreign and domestic soil in order to support multinational military and humanitarian missions, flying an average of 3,800 hours annually.



U.S. Air Force photo

EA-18G Growler

The EA-18G Growler is the most advanced airborne electronic attack (AEA) platform and the only one in production today. A variant of the combat-proven F/A-18F Super Hornet, the Growler provides tactical jamming and electronic protection to U.S. military forces and allies around the world. Industry and the U.S. Navy continue to invest in advanced Growler capabilities to ensure it continues to protect all strike aircraft during high-threat missions for decades to come.

The Growler provides electronic sensing and attack capability to U.S. Navy, joint and coalition forces. The flexibility of the aircraft allows it to address threats of vastly different magnitudes, whether interrupting command and control networks for enemy communications on the ground, or creating a sanctuary for allied operations in a sophisticated Integrated Air Defense System (IADS). The Growler provides essential protection for U.S. and allied forces.



U.S. Navy photo

T-33 Shooting Star

A two-ship demonstration by Ace Maker Productions highlights the beautiful lines of the Shooting Star with precision formation flying and the following maneuvers: Head on Passes, 15-Minute Duration with smoke, Profile Flown, Photo pass, 1/4 Clover, Loop, Lazy Eight, Cross Break, Head on Level Pass, Head on Break Pass, Lead Jet Solo Roll passes, Opposing Solo Sneak Passes, Rejoin Line Astern Pass, and Line astern Rolls.

The pilots are Gregory "Wired" Colyer, Robert "Scratch" Mitchell, and Tim Tibo.



Courtesy photo

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RED BULL SKYDIVERS

The Red Bull Skydive Team constantly pushes the realms of possibility for its spectacular wingsuit and skydiving projects! The wingsuit flyers can reach speeds well over 100 mph while hovering within feet of each other.

The team is known for their experimental jumps in which they accomplish stunts that no other group has ever done in the world.

The Red Bull Skydive Team — consisting of four exceptionally gifted aerial acrobats — show which possibilities the playground of the third dimension offers. This show builds up the extra rush for sports events, concerts, business parties or product presentations. No matter if day or night, over land or water — with breathtaking light and smoke effects this action is a perfect highlight on special occasions.



Courtesy photo

KP STUNT PRODUCTIONS

Kent Pietsch fell in love with flying when he was four years old. Five decades later, his passion has not waned. Since 1973, Kent has performed his incredible aerobatic routines for millions of people at more than 400 shows that have taken him to quality venues throughout the United States.

Kent executes three storied acts that leave spectators mesmerized. These include a dead-stick (turning the engine off) routine from 6,000 feet and a rooftop landing on a moving RV! However, Kent is best known for a comedy act that features a detached aileron (wing flap) and a mesmerizing wingtip-scraping pass down the runway that you must see to believe.

Kent loves to fly, but the audience is always his



Courtesy photo

number-one priority. "If you can't entertain, you have no business being out there," he said. "The gratification is in knowing that people are enjoying themselves." Kent's humble nature and willingness to interact with fans make him a crowd

favorite wherever he performs.

He flies an 800-pound Interstate Cadet with a 37-foot wingspan. The plane's horizontally opposed four-cylinder engine can generate 90 horsepower and a G-force ranging from -3 to +5.

RED BULL FIXED-WING AIRCRAFT

Kirby Chambliss is one of the most outstanding pilots ever to fly air shows and in the Red Bull Air Races. He can boast two world titles and 10 race victories, which puts him third on the all-time wins list. The American with the never-say-die spirit has been a leading force in the sport throughout his career that began in 2003. His prowess in the raceplane has seen him on the podium in 11 of his 12 seasons, a remarkable string of consistency that was only snapped in 2014.

Chambliss grew up racing motocross but always knew he wanted to become a pilot. He began flying at the age of 13 and by 24 became the youngest commercial pilot at Southwest Airlines. By the time he made it to captain at 28, he was already polishing his aerobatic skills. His interest piqued



Courtesy photo

when completing his aerobatic training for an earlier job flying a business jet.

After fueling aircraft to earn money in his high school years, he flew as a freight pilot and later took to aerobatics in 1985.

He now flies the Zivko Edge 540 and jokes that the controls and wings are mere extensions of his own arms.

PYLON AVIATION BE 105 HELICOPTER

With more than 30 years of aviation experience and more than 10,000 flight hours, Pylon Aviation's owner Scott Urschel is currently one of only three FAA licensed helicopter aerobatic pilots flying the Airbus BO105 Helicopter in air shows. Scott is also one of International Council of Airshows Aerobatic with more than 30 years of experience in the aviation industry accumulating more than ten thousand

flight hours flying fixed wing and rotary aircraft, Scott's expertise as a subject matter expert in several segments of the aviation industry. His substantial skill set and knowledge base spans various aviation fields that include experience related to manufacturing, ground and flight evalu-



Courtesy photo

ation and testing, aircraft certification, training, sales, international operations and regulations, and a multitude of skills relating specifically to helicopter operations. When not flying helicopters, Scott also flies the P-51 Mustang and other World War II fighters and corporate jets.

SMOKE-N-THUNDER JET SHOWS

The **Jet Car** has a Westinghouse J34-48 engine, originally used in the North American Buckeye T-2A aircraft. It has 10,000 horsepower and 6,000 pounds of thrust with an afterburner with 4130 Chrome-moly construction, on a 240-inch wheelbase chassis.

The front wheels are 15-inch diameter, 5-inches wide, and the back wheels are 15-inch diameter, 10-inches wide. The body is aluminum and magnesium, with a custom-built single seat cockpit designed and built to fit the driver.

The car weighs 2,300 pounds and is 26 feet long. It uses two 20-gallon fuel cells; 40 gallons of diesel fuel is used in each performance acceleration speeds

approaching 400 mph

The safety equipment includes two ring-slot parachutes (one 14 1/2 feet and one 16 feet) and one on-board fire extinguisher system.

An 80-foot truck and trailer transports the JetCar and are part of the display. Additionally, the truck is equipped with a power unit that is used to start the JetCar.

The **Hot Streak II** is a twin jet engine 57 Chevy pickup capable of speeds of 350 plus mph entertaining fans across the country for over 20 years. If you have an upcoming air show or drag racing event and are looking for a ground shaking heart pounding performance look no further than booking the Hot Streak II JetTruck.



Courtesy photo



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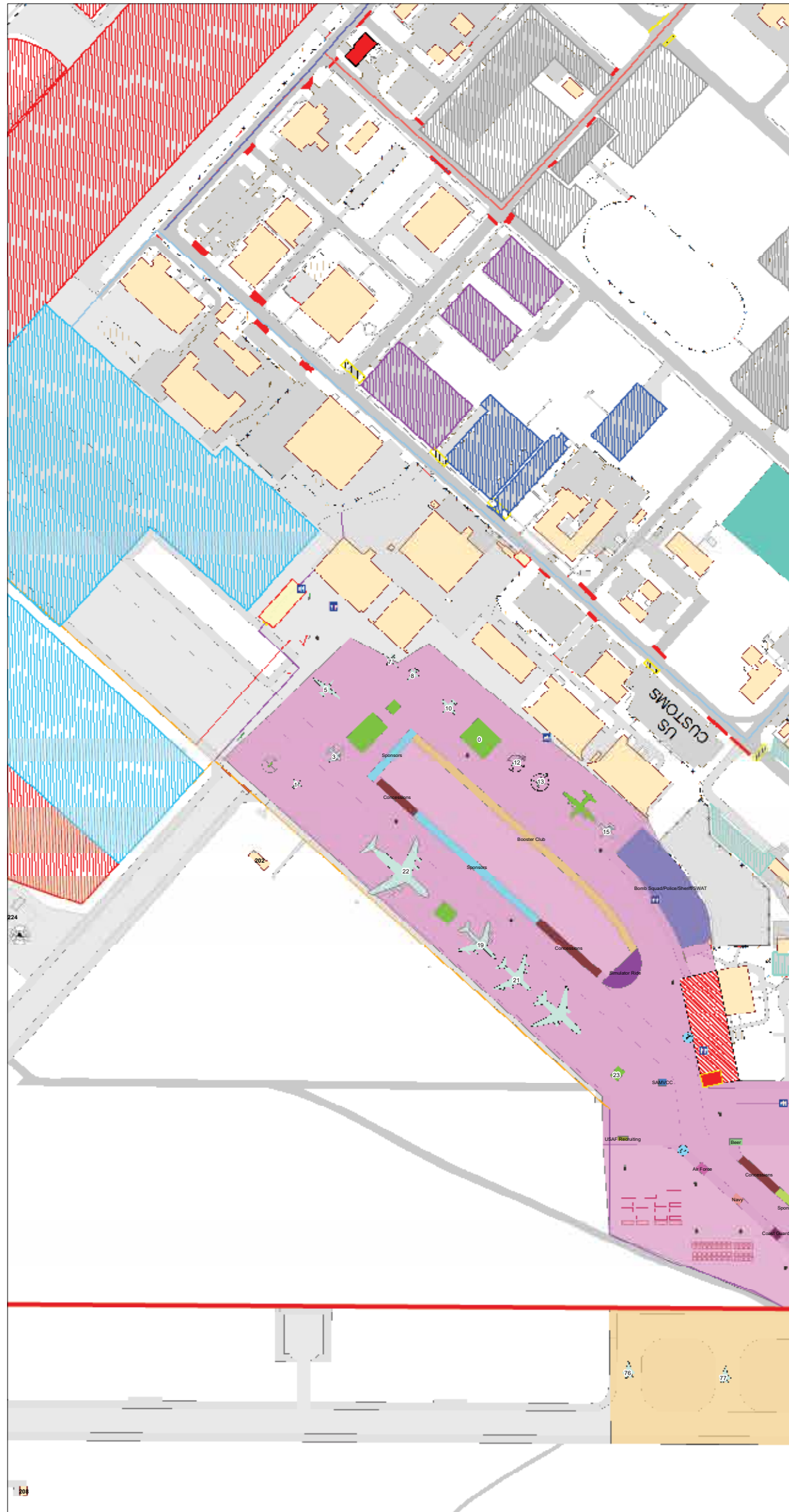


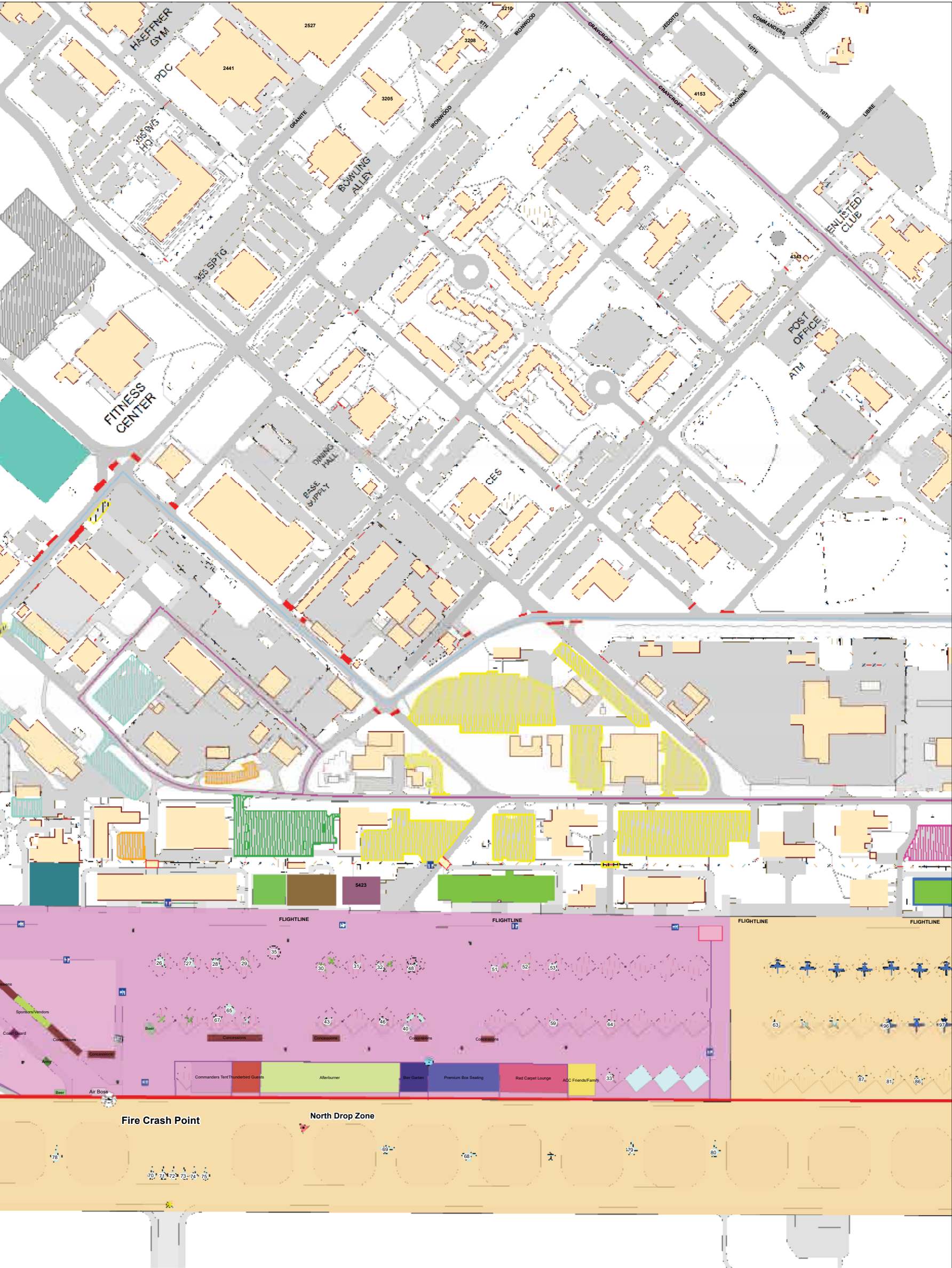


Some of the aircraft on static display during Thunder and Lightning Over Arizona include:

Beechcraft Baron 55
 C-47 Skytrain
 B-25 Mitchell
 F6F Hellcat
 Mitsubishi A6MS Zero
 C-172 Skyhawk
 Lancair (EAA)
 PB4Y-2 Privateer (USN B-24 Equivalent)
 T-33 Shooting Star
 L-39 Albatros
 L-19 Bird Dog
 Cirrus SR 22
 Cessna 120
 Stearman PT-17
 Ryan PT-22
 UH-1 Iroquois ("Huey")
 T-6A Texan II
 F-35A Lightning II
 RC-135 Rivet Joint
 KC-135 Stratotanker
 MV-22 Osprey
 T-38 Talon
 F-16C Fighting Falcon
 MQ-9 Reaper
 C-5 Galaxy
 A-10C Thunderbolt II
 HH-60G Pave Hawk (x2)
 HC-130J Combat King II
 EC-130H Compass Call
 F/A-18 Hornet
 F-15C Eagle
 KC-10 Extender
 RC-26 Condor
 Piper Enforcer
 HU-16 Albatross
 F-104 Starfighter

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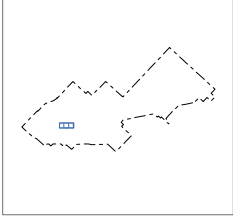
Static Area

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Key to Features

- Main ECP Line
- Main ECP
- ECP
- Jersey Barrier
- SFS Barrier
- Water Barrier
- Port-a-John
- Static Area
- ACC Friends/Family
- Air Force
- Army
- Beer
- Bier Garten
- Bomb Squad/Police/Sheriff/SWAT
- Booster Club
- Coast Guard
- Commanders Tent
- Concessions
- FSS HQ
- FSS Supply
- Kids Zone
- Master Concessionaire Supply
- Navy
- Premium Box Seating
- Red Carpet Lounge
- SAMVCC
- Simulator Ride
- Sponsors
- Sponsors/Vendors
- Staging Area
- Thunderbird Guests
- USAF Recruiting
- Drop Zone
- Bomb Burst
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 - MX Support
 - General
 - Overflow
 - Handicap
 - Vendor
 - SFS
 - Exhibitor
 - Performer/media/DV
 - Wing Protocol
 - Thunderbolt
 - Performer
- Latrine
- ATM
- DART Checkpoint
- Trash Cans
- Water Buffalo

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Col. Scott C. Mills
Commander



Col. Scott Mills is the commander of the 355th Wing, Davis-Monthan Air Force Base, Arizona. He is responsible for one of the largest installations and flying operations in the U.S. Air Force, with 34 mission partners, more than 46,000 personnel, 152 aircraft, and \$51 billion in assets. He is responsible for organizing, training, and equipping a wing comprised of 25 squadrons. The wing provides A-10 Thunderbolt II aircraft for close air support and forward air control, combat support, and medical forces for combatant commander requirements worldwide. The 355th Wing also provides combat search and rescue personnel recovery capabilities through the employment of HC-130J Combat King IIs, HH-60G Pave Hawks, and Guardian Angel weapon systems.

Mills received his commission from the U.S. Air Force Academy in 1999. He is a command pilot with more than 2,400 flying hours, including over 300 combat hours. His operational assignments include service in the 354th Fighter Squadron, Davis-Monthan AFB; 25th Fighter Squadron, Osan Air Base, Republic of Korea; the 74th Fighter Squadron, Pope AFB, North Carolina; and a tour as an instructor at the U.S. Air Force Weapons School. He has flown combat missions in Operations Enduring Freedom and Operation Iraqi Freedom, where he also served as a Battalion Air Liaison Officer.

Col. Paul E. Sheets
Vice Commander



Col. Paul E. Sheets is the vice commander of the 355th Wing at Davis-Monthan Air Force Base, Arizona. Sheets earned his commission through the United States Air Force Academy in 2000. He is a command pilot with more than

2,500 flight hours in the HH-60G, UH-1H and T-37. He has multiple combat deployments supporting Operation Enduring Freedom, Operation Iraqi Freedom and Operation Inherent Resolve. He also deployed to support the Hurricane Katrina recovery efforts. Prior to this assignment, Sheets served as Chief, Strategy Division, 612th Air Force Operations at DM. He has served as a pilot, weapons officer, and evaluator pilot at various operational HH-60G units within the United States and served staff tours at two combined air operations centers, NATO and at Headquarters United States Air Force.

Chief Master Sgt. Dana C. Council
Command Chief Master Sergeant



Chief Master Sgt. Dana C. Council advises the installation commander and staff on mission effectiveness, professional development, military readiness, training, utilization, health, morale, and welfare of the command's 5,200 enlisted Airmen.

Council is a native of Philadelphia, Pennsylvania. He entered the Air Force in February 1994. His background includes various leadership positions at the squadron, group, wing, and major-command levels. Additionally, Council has deployed in support of Operation Southern Watch, Operation Iraqi Freedom, Operation Enduring Freedom and Operation Inherent Resolve. Prior to his current assignment, Council served as the Command Chief, 386th Wing, Ali Al Salem Air Base, Kuwait.



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ON THE GROUND

Some of the aircraft on static display during Thunder and Lightning Over Arizona include:

- Beechcraft Baron 55
- C-47 Skytrain
- B-25 Mitchell
- F6F Hellcat
- Mitsubishi A6MS Zero
- C-172 Skyhawk
- Lancair (EAA)
- PB4Y-2 Privateer
- (USN B-24 Equivalent)
- T-33 Shooting Star
- L-39 Albatros
- L-19 Bird Dog
- Cirrus SR 22
- Cessna 120
- Stearman PT-17
- Ryan PT-22
- UH-1 Iroquois ("Huey")
- T-6A Texan II
- F-35A Lightning II
- RC-135 Rivet Joint
- KC-135 Stratotanker
- MV-22 Osprey
- T-38 Talon
- F-16C Fighting Falcon
- MQ-9 Reaper
- C-5 Galaxy
- A-10C Thunderbolt II
- HH-60G Pave Hawk (x2)
- HC-130J Combat King II

- EC-130H Compass Call
- F/A-18 Hornet
- F-15C Eagle
- KC-10 Extender
- RC-26 Condor
- Piper Enforcer
- HU-16 Albatross
- F-104 Starfighter

Subject to change



U.S. Air Force photo by Senior Airman Miles Wilson



U.S. Air Force photo by Senior Airman Cheyenne A. Powers

A U.S. Air Force F-35 Lightning II taxis on the flight line at Davis-Monthan Air Force Base, Ariz., Feb. 27, 2018. The F-35A Lightning II will be on static display during Thunder and Lightning over Arizona, March 25-26.

RIGHT: A North American B-25 Mitchell sits on the flightline. The B-25 will be on static display at the Thunder and Lightning over Arizona March 25-26, 2023.



U.S. Air Force photo by Airman 1st Class Mya M. Crosby

LEFT: Members from the 379th Expeditionary Aircraft Maintenance Squadron take the chalks off of the tires of a RC-135 Rivet Joint reconnaissance aircraft Oct. 21, 2016, at Al Udeid Air Base, Qatar. A RC-135 Rivet Joint aircraft is scheduled to be on static display during Thunder and Lightning over Arizona, March 25-26.



U.S. Air Force photog by Master Sgt. Mark C. Olsen

A Douglas C-47 Skytrain is slated to be on static display at Thunder and Lightning over Arizona.



U.S. Air Force photo by Airman 1st Class Mya M. Crosby

U.S. Marines assigned to the Marine Medium Tiltrotor Squadron 165, 3rd Marine Aircraft Wing, unload off two MV-22B Ospreys on the flightline at Davis-Monthan Air Force Base, Arizona, May 16, 2016. The MV-22B is an assault transport for troops, equipment and supplies, and is capable of operating from ships or from expeditionary airfields ashore, and is scheduled to be on static display at Thunder and Lightning over Arizona, March 25-26.



U.S. Air Force photo by Staff Sgt. Angela Ruiz

A C-5 Galaxy sits on the flightline at Davis-Monthan Air Force Base, Arizona, while patrons of the Thunder and Lightning over Arizona Open House watch aerial demonstrations March 13, 2016. The C-5 will once again be on static display during Thunder and Lightning over Arizona, March 25-26, 2023.

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A-10C Thunderbolt II: simple, effective, survivable

Mission

The A-10C Thunderbolt II is the first Air Force aircraft specially designed for close air support of ground forces. They are simple, effective, and survivable twin-engine jet aircraft that can be used against light maritime attack aircraft and all ground targets, including tanks and other armored vehicles.

Features

The A-10C offers excellent maneuverability at low airspeeds and altitude while maintaining a highly accurate weapons-delivery platform. They can loiter near battle areas for extended periods of time, are capable of austere landings and operate under 1,000-foot ceilings with 1.5-mile visibility. Additionally, with the capability of carrying precision guided munitions and unguided munitions, they can employ above, below and in the weather. Their wide combat radius and short takeoff and landing capability permit operations in and out of locations near front lines. Using night vision goggles, A-10C pilots can conduct their missions during darkness.

Thunderbolt IIs have Night Vision Imaging Systems (NVIS), goggle compatible single-seat cockpits forward of their wings, Helmet Mounted Cueing Systems, and a large bubble canopy which provides pilots all-around vision. The pilots are protected by titanium armor that also protects parts of the flight-control system. The redundant primary structural sections allow the aircraft to enjoy better survivability during close air support than previous aircraft.

The aircraft can survive direct hits from armor-piercing and high explosive projectiles up to 23mm. Their self-sealing fuel cells are protected by internal and external foam. Manual systems back up their redundant hydraulic flight-control systems. This permits

pilots to fly and land when hydraulic power is lost.

The Thunderbolt II can be serviced and operated from bases with limited facilities near battle areas. Many of the aircraft's parts are interchangeable left and right, including the engines, main landing gear and vertical stabilizers.

Avionics equipment includes communications, inertial navigation and GPS, fire control and weapons delivery systems, target penetration aids and night vision goggles. Their weapons delivery systems include heads-up displays that indicate airspeed, altitude, dive angle, navigation information and weapons aiming references; and a low altitude safety and targeting enhancement system (LASTE) which provides constantly computing impact point freefall ordnance delivery. The aircraft also have armament control panels, and infrared and electronic countermeasures to handle surface-to-air-threats, both missile and anti-aircraft artillery.

The Thunderbolt II's 30mm GAU-8/A Gatling gun can fire 3,900 rounds a minute and can defeat an array of ground targets to include tanks. Some of their other equipment include electronic countermeasures, target penetration aids, self-protection systems and an array of air-to-surface weapons, including laser and GPS guided munitions, AGM-65 Maverick and AIM-9 Sidewinder missiles.

Background

The first production A-10A was delivered to Davis-Monthan Air Force Base, Arizona, in October 1975. It was designed specifically for the close air support mission and had the ability to combine large military loads, long loiter and wide combat radius, which proved to be vital assets to the United States and its allies during Operation Desert Storm and Operation Noble Anvil.



U.S. Air National Guard photo by Senior Master Sgt. Vincent De Groot

An A-10 Thunderbolt II assigned to Whiteman Air Force Base, Missouri, departs after receiving fuel in the skies near the border of Iowa and Missouri, July 7, 2021. The A-10, also known as the Warthog, is designed for close air support of ground forces combating adversarial ground forces, including tanks and other armored vehicles.

In the Gulf War, A-10s had a mission capable rate of 95.7%, flew 8,100 sorties and launched 90% of the AGM-65 Maverick missiles.

General Characteristics

Primary Function: A-10 — close air support, airborne forward air control, combat search and rescue

Contractor: Fairchild Republic Co.

Power Plant: Two General Electric TF34-GE-100 turbofans

Thrust: 9,065 pounds each engine

Length: 53 feet, 4 inches

Height: 14 feet, 8 inches

Wingspan: 57 feet, 6 inches

Speed: 420 miles per hour (Mach 0.56)

Ceiling: 45,000 feet

Maximum Takeoff Weight: 51,000 pounds

Range: 800 miles (695 nautical miles)

Armament: One 30mm GAU-8/A seven-barrel Gatling gun; up to 16,000 pounds of mixed ordnance on eight under-wing and three under-fuselage pylon stations, including 500 pound Mk-82 and 2,000 pounds Mk-84 series low/high drag bombs, incendiary cluster bombs, combined effects munitions, mine dispensing munitions, AGM-65 Maverick missiles, laser-/GPS-guided bombs, unguided and laser-guided 2.75-inch rockets; infrared countermeasure flares; electronic countermeasure chaff; jammer pods; illumination flares and AIM-9 Sidewinder missiles.

Crew: One

Date Deployed: March 1976

Unit Cost: \$9.8 million (fiscal 1998 constant dollars)

Inventory: Total Force — approximately 281



U.S. Air Force photo by Capt. Kip Sumner

U.S. Air Force Maj. Cody "ShIV" Wilton, the A-10 Warthog Demonstration Team commander and pilot, releases flares at the 2020 Fort Lauderdale Air Show Nov. 21, 2020, Fort Lauderdale, Florida. This airshow was Wilton's last public demonstration performance of his career in the U.S. Air Force.



U.S. Air National Guard photo by Master Sgt. Scott Thompson

An A-10 Thunderbolt II assigned to Selfridge Air National Guard Base, Michigan, prepares to land on a public highway in Alpena, Michigan, Aug. 5, 2021. The highway landing was a part of exercise Northern Strike 21-2, a multi-component, multinational exercise hosted by the Michigan National Guard designed to build readiness and enhance interoperability with coalition forces to fight and win.



Davis-Monthan AFB
**THUNDER AND LIGHTNING
OVER ARIZONA**
MARCH 25-26, 2023

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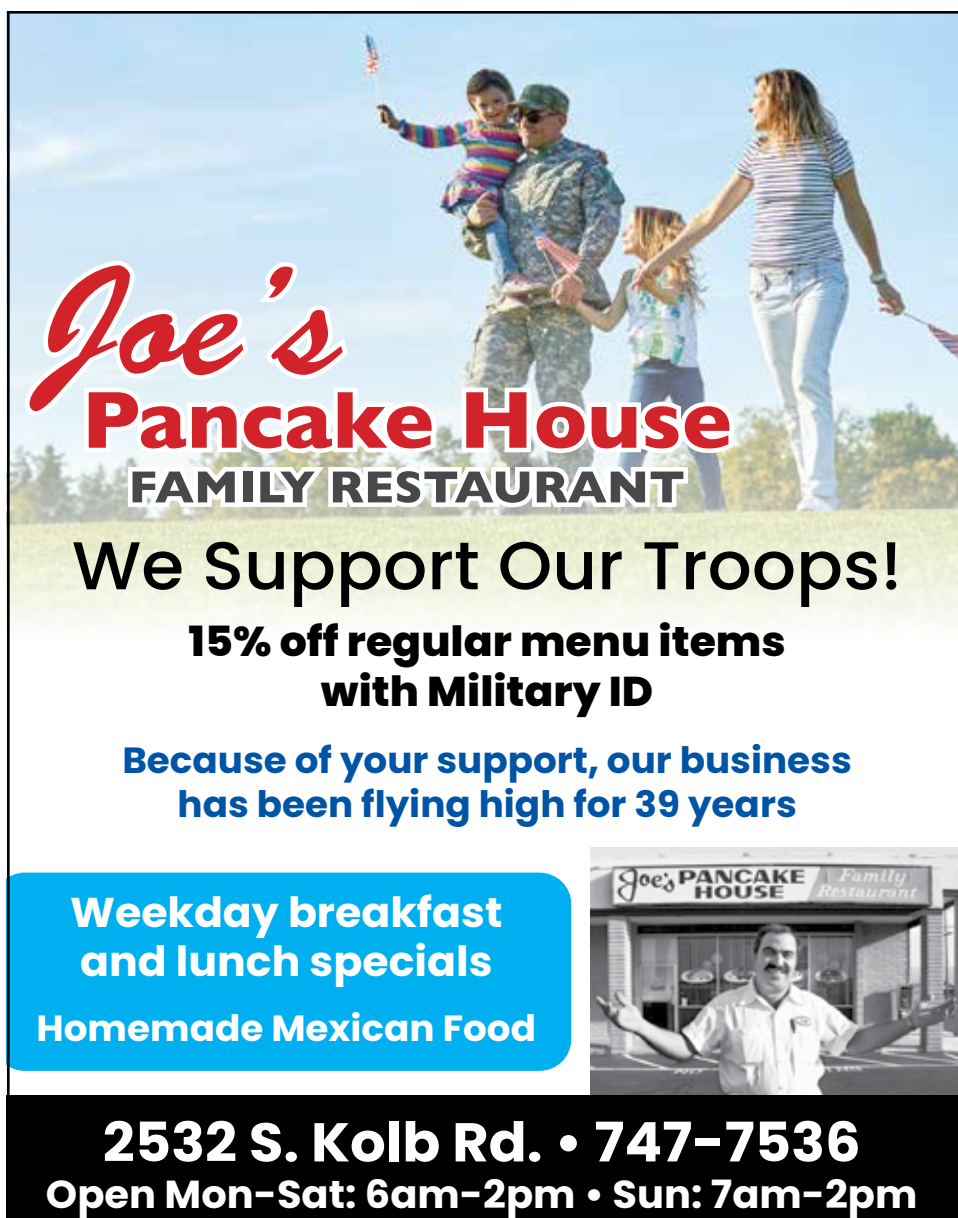

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F-35A Lightning II — agile, versatile, high performance

MISSION

The F-35A Lightning II is the U.S. Air Force's newest fifth-generation fighter. The Lightning II is a stealthy, multirole, all-weather air-to-air and surface attack fighter. It is designed to enable direct attack against the most heavily defended ground targets. It will replace the U.S. Air Force's aging fleet of F-16 Fighting Falcons and A-10 Thunderbolt II's, which have been the primary fighter aircraft for more than 20 years, and bring with it an enhanced capability to survive in the advanced threat environment in which it was designed to operate. With its aerodynamic performance and advanced integrated avionics, the F-35A will provide next-generation stealth, enhanced situational awareness, and reduced vulnerability for the United States and allied nations.

FEATURES

The conventional takeoff and landing (CTOL) F-35A gives the U.S. Air Force and allies the power to dominate the skies — anytime, anywhere. The F-35A is an agile, versatile, high-performance, nine-g capable multirole fighter that combines stealth, sensor fusion and unprecedented situational awareness.

The F-35A's advanced sensor package is designed to gather, fuse and distribute more information than any fighter in history, giving operators unprecedented Situational Awareness and a decisive advantage over all adversaries. Its processing power, open architecture, sophisticated sensors, information fusion and flexible communication links make the F-35 an indispensable tool in future homeland defense, Joint and Coalition combat operations.



Courtesy photo

Maj. Kristin "Beo" Wolfe is the commander of the F-35A Lightning II Demonstration Team, 388th Fighter Wing, Hill Air Force Base, Utah.



U.S. Air Force photo by Gina Anderson

Members of the Oklahoma City Air Logistics Complex Heavy Maintenance Center inspect an Air Force F-35 Lightning II Demonstration Team aircraft prior to a demonstration flight at Tinker Air Force Base, Oklahoma, May 25, 2021. Some of the personnel who repair the F135 engine that powers the F-35A have never seen the aircraft in person.

Because logistics support accounts for two-thirds of an aircraft's life cycle cost, the F-35 is designed to achieve unprecedented levels of reliability and maintainability, combined with a highly responsive support and training system linked with the latest in information technology. The Autonomic Logistics Information System (ALIS) integrates current performance, operational parameters, current configuration, scheduled upgrades and maintenance, component history, predictive diagnostics (prognostics) and health management, operations scheduling, training, mission planning and service support for the F-35. Essentially, ALIS performs behind-the-scenes monitoring, maintenance, and prognostics to support the aircraft, ensure continued health and enhance operational planning and execution.

The F-35's electronic sensors include the Electro-Optical Distributed Aperture System (DAS). This system provides pilots with situational awareness in a sphere around the aircraft for enhanced missile warning, aircraft warning, and day/night pilot vision. Additionally, the aircraft is equipped with the Electro-Optical Targeting System (EOTS). The internally

mounted EOTS provides extended range detection and precision targeting against ground targets, plus long-range detection of air-to-air threats.

The F-35's helmet mounted display system is the most advanced system of its kind. All the intelligence and targeting information an F-35 pilot needs to complete the mission is displayed on the helmet's visor. This advanced technology eliminates the need for a Heads Up Display (HUD).

The F-35 contains state-of-the-art tactical data links that provide the secure sharing of data among its flight members as well as other airborne, surface and ground-based platforms required to perform assigned missions. The commitment of F-35 partner nations to common communications capabilities and web-enabled logistics support will enable a new level of coalition interoperability. These capabilities allow the F-35 to lead the defense community in the migration to the net-centric war fighting force of the future.

The F-35's engine produces 43,000 pounds of thrust and consists of a three-stage fan, a six-stage compressor, an annular combustor, a single stage high-pressure turbine, and a two-stage low-pressure turbine.

The F-35 is designed to provide the pilot with unsurpassed situational awareness, positive target identification and precision strike in all weather conditions. Mission systems integration and outstanding visibility features are designed to dramatically enhance pilot performance.

With nine countries involved in its development (United States, United Kingdom, Italy, Netherlands, Turkey, Canada, Denmark, Norway, and Australia), the F-35 represents a new model of international cooperation, ensuring U.S. and Coalition partner security well into the 21st century. The F-35 also brings together strategic international partnerships, providing affordability by reducing redundant research and development and providing access to technology around the world. Along these lines, the F-35 will employ a variety of US and allied weapons.

BACKGROUND

The F-35 is designed to replace aging fighter inventories including U.S. Air Force F-16s and A-10s, U.S. Navy F/A-18s, U.S. Marine Corps AV-8B Harriers and F/A-18s, and United Kingdom's Harrier GR.7s and Sea Harriers. With stealth and a host of next-generation technologies, the F-35 will be far and away the world's most advanced multirole fighter. There exists an aging fleet of tactical aircraft worldwide. The F-35 is intended to solve that problem.



U.S. Air Force photo by Paul Shirk

Members of the Oklahoma City Air Logistics Complex Heavy Maintenance Center pose for a group photo with the Air Force's F-35A Lightning II Demonstration Team during their visit to Tinker Air Force Base, Oklahoma, May 25, 2021. The visit and subsequent demonstration flight were provided by the 388th Fighter Wing, Air Combat Command, as a show of appreciation for the men and women who support the F-35's engine maintenance. OC-ALC performs all aspects of engine maintenance on the F135 engine.



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