

Trilateral E-7A agreement marks new milestone with KC-46 certification

by Chase Kohler
Edwards AFB, Calif.

In a historic first, the U.S. Air Force, Royal Australian Air Force, and the United Kingdom's Royal Air Force collaborated to rapidly improve global combat capability while gathering critical test data for future acquisition of the E-7A Wedgetail airborne early warning and control aircraft.

This milestone certifies KC-46A Pegasus air-to-air refueling of the RAAF's E-7A Wedgetail, while streamlining USAF and RAF E-7 Wedgetail certification efforts. The efforts are part of a broader vision of trilateral collaboration that identifies enhanced operational output through mutual support, shared resources, and commonality, ultimately achieving greater operational reliability through efficiencies of scale.

The testing occurred here under the 418th Flight Test

Squadron, Global Reach Combined Test Force. Test teams brought together a deployed RAAF E-7A Wedgetail and a KC-46A Pegasus, marking the tanker's first aerial refueling receiver certification for a unique foreign aircraft type. The RAAF E-7A's ability to receive fuel from the USAF KC-46 fleet increases Australia's combat reach by providing options beyond the traditional KC-135 Stratotanker and RAAF KC-30A Multi-Role Tanker Transport.

While this enhanced combat capability will immediately benefit the Pacific theater, the unique partnership forged during this testing will also pay dividends as both the USAF and RAF field their own

— See **E-7 A**, on Page 18



Air Force photograph by Daniel Kelley

Maj. Jeremy Rohn, 418th Flight Test Squadron, Sqdn. Ldr. Owen Hamilton, Royal Australian Air Force and Squadron Leader Angus Lilly, Royal Air Force, pose in front of a E-7A Wedgetail aircraft at Edwards Air Force Base, Calif. The trilateral testing with a USAF KC-46A allows for enhanced combat capability, while allowing early experience for the USAF and RAF as future E-7 variant operators.



Air Force photograph by Richard Gonzales

A KC-46A assigned to the 418th Flight Test Squadron at Edwards Air Force Base positions to refuel a Royal Australian Air Force E-7A Wedgetail in the airspace near Edwards.



Air Force photograph by Richard Gonzales

A KC-46A assigned to the 418th Flight Test Squadron at Edwards Air Force Base positions to refuel a Royal Australian Air Force E-7A Wedgetail in the airspace near Edwards. Aircrews from the USAF, RAAF, and Royal Air Force worked together to rapidly certify this enhanced combat capability for the RAAF E-7A fleet. The trilateral test also allowed the United Kingdom and United States Air Force to gain early test experience ahead of their anticipated fielding of E-7 aircraft variants.



Air Force photograph by Richard Gonzales

LEFT: A Royal Australian Air Force E-7A Wedgetail soars over Southern California. Aircrews from the USAF, RAAF, and Royal Air Force worked together to rapidly certify the RAAF E-7A with the United States Air Force KC-46A. The trilateral test also allowed the United Kingdom and United States Air Force to gain early test experience ahead of their anticipated fielding of E-7 aircraft variants.



Lancaster honors fallen Heroes at annual Memorial Day ceremony

by **Adrienne King**
special to Aerotech News

LANCASTER, Calif. — Community members gathered at the Veterans Court of Honor in Lancaster Cemetery on May 26, 2025, for the annual Memorial Day Remembrance Ceremony — a solemn tribute to the men and women who gave their lives in service to the nation.

Hosted by the Antelope Valley Cemetery District, the event featured a moving program of remembrance and reflection. The Marine Corps League Detachment #930, led by John Graves, opened the ceremony with the Presentation of Colors. Joan Enguita Willingham, a member of the Daughters of the American Revolution, performed the national anthem, followed by an

invocation from Pastor Marc Scarborough.

Dignitaries from the City of Lancaster offered opening remarks, reaffirming the city's commitment to honoring its veterans. Members of the AV Cemetery District Board of Trustees — Dave Owens, Christine Ward, and Steve Baker — placed a ceremonial wreath symbolizing the circle of life. The Antelope Valley Blue Star Mothers honored each branch of the military with individual wreaths.

Local youth also took part in the tribute. Little Miss Antelope Valley Sophia, Young Miss Antelope Valley Aubree, and Tiny Miss Antelope Valley Emma presented floral bouquets to be laid at three memorial plaques on behalf of the Board of Trustees.



Antelope Valley Blue Star Mothers Chapter 14 placed the military service wreaths on a memorial casket at the Lancaster Cemetery annual Memorial Day Remembrance Ceremony on May 26, 2025.



Phillip Ketchum, son of Blue Star Mother Ida Ketchum, was the Keynote Speaker during the Lancaster Cemetery annual Memorial Day Remembrance Ceremony on May 26, 2025. He has over 27 years of service in the Air Force and Air Force Reserve. Ketchum spoke on the history of Memorial Day and the Andrews Raid of 1862 also known as the Great Locomotive Chase.

A highlight of the morning was the Bell Ceremony, conducted by U.S. Navy Vietnam veteran Phil Roberts and Cemetery District Manager Lin Blanco. The ceremony honored nine veterans who passed away or were interred after Memorial Day 2024, including longtime community member and Blue Star Mother Ida Ketchum.

This year's keynote speaker was Phillip Ketchum, son of Ida Ketchum and a 27-year veteran of the U.S. Air Force and Air Force Reserve. He currently serves as a civil servant with the Air Force Operational Test and Evaluation Center at Edwards Air Force Base.

Ketchum spoke about the origins of Memorial Day, "Let us not forget those individuals that died and did so in defense of what they thought the United States should hold sacred," he said.

Ketchum also shared the



Members of the Marine Corps League, Detachment #930 present the colors during the pledge of allegiance at the Lancaster Cemetery annual Memorial Day Remembrance Ceremony on May 26, 2025

story of the Andrews Raiders of April 1862 — also known as the Great Locomotive Chase. The Union raiders who stole a Confederate engine, The General, did not anticipate the train's conductor pursuit, underestimated the traffic on the rail lines, and the impact of wet April wood on their ability to keep the steam engine running.

When they ran out of fuel, they abandoned The General and fled into the woods. Eight of the raiders were captured, tried as spies, and hanged.

Ketchum noted that had the mission succeeded, the Civil War might have been significantly shortened, potentially preventing many major battles. "Just think of the lives that were lost because they failed," he said.

One of the Andrews Raiders who received the Medal of Honor was Sgt. Maj. Marion A. Ross of the U.S. Army — Ketchum's great-great-uncle.

The ceremony concluded with heartfelt gratitude for those who made the ultimate sacrifice and a renewed commitment to honoring their memory.



Photographs by Adrienne King

Members of the Marine Corps League, Detachment #930 perform the 21 Gun Salute during the Lancaster Cemetery annual Memorial Day Remembrance Ceremony on May 26, 2025.



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City of Palmdale holds Memorial Day ceremony to close out Field of Honor

by **Adrienne King**

special to Aerotech News

PALMDALE, Calif. — With 1,000 flags blowing in the wind, several hundred people gathered at Pelona Vista Park on Memorial Day to honor fallen service members during the City of Palmdale's closing ceremony for the Field of Honor.

Mayor Richard Loa served as master of ceremonies for the solemn event. Dignitaries in attendance included Mayor Pro Tem Laura Bettencourt, Councilmember Eric Ohlsen, Assemblymember Juan Carrillo, and Assemblyman Tom Lackey, who spoke on the importance of remembering those who gave their lives in service to the nation.

The ceremony featured a presentation of the colors by the Antelope Young Marines and a performance of the national anthem by the Lancaster Baptist Church Choir. During the anthem, the four-plane Salute Flight Formation Flying Team soared overhead in a Missing Man Formation, honoring fallen military personnel.

As the planes flew over, Loa remarked, "Those pilots flying have the honor of representing the legacy of every service member who made the ultimate sacrifice."

Cadets from the William J. "Pete" Knight High School Air Force Junior ROTC conducted the POW/MIA Table of Honor Ceremony, paying tribute to prisoners of war and those missing in action.

Ohlsen presented the 2025 Tom Hilzendeger Veteran of the Year award to Jeff Collins, a U.S. Marine Corps veteran who served from 1982 to 1986 as a communications and navigation technician for C-130 aircraft. Collins now serves as commander of American Legion Post 348 and leads monthly tours at the Antelope Valley Rural Museum for veterans and their families.

The ceremony concluded



Members of the community stroll through the City of Palmdale Field of Honor during the Memorial Day Ceremony on May 26, 2025.



2025 Tom Hilzendeger Veteran of the Year Jeff Collins speaks during the City of Palmdale Field of Honor Memorial Day Ceremony on May 26, 2025. Collins, U.S. Marine Corps veteran, serves as commander of American Legion Post 348 and leads monthly tours at the Antelope Valley Rural Museum for veterans and their families.

with a 21-gun rifle salute performed by representatives from VFW Post 3552 and the playing of Taps by a member of the 412th Force Support Squadron from Edwards Air Force Base.

The Field of Honor featured a sea of American flags, each dedicated to a military service member, first responder, or public safety professional. Proceeds from flag sales will benefit local veterans' organizations, includ-

ing American Legion Post 348, Antelope Valley Veterans Community Action Coalition, Coffee 4 Vets, Point Man AV, VFW Post 3000, VFW Post 3552, Vets4Veterans, and the AV Boots on the Ground Alliance.



LEFT: A powerful display of patriotism — 1,000 flags blow in the wind during the City of Palmdale's closing ceremony for the Field of Honor, held on Memorial Day at Pelona Vista Park.



Photographs by Adrienne King

Members of the community stand while the presentation of the colors by the Antelope Young Marines and the Lancaster Baptist Church Choir sing the national anthem at the City of Palmdale's Field of Honor during the Memorial Day Ceremony on May 26, 2025.



Cadets from the William J. "Pete" Knight High School Air Force Junior ROTC conducted the POW/MIA Table of Honor Ceremony, paying tribute to prisoners of war and those missing in action at the City of Palmdale's Field of Honor during the Memorial Day Ceremony on May 26, 2025.



The Lancaster Baptist Choir performs the National Anthem during the City of Palmdale Field of Honor Memorial Day Ceremony on May 26, 2025.



During the national anthem, the four-plane Salute Flight Formation Flying Team soared overhead in a Missing Man Formation, honoring fallen military personnel at the City of Palmdale's Field of Honor during the Memorial Day Ceremony on May 26, 2025.



Air Force photographs by Jennifer Healy

Former USAF Plant 42 air traffic control tower removed

LEFT: Workers cut the exterior of the former air traffic control tower before demolition at USAF Plant 42 in Palmdale, Calif., April 29, 2025. Removing excess infrastructure is a critical milestone in reducing waste and improving airfield safety. The tower, originally opened in 1958, was recently replaced by a modern and taller tower that allows safer operations at the production flight test facility.



A worker watches as a former air traffic control tower is pulled off its foundation as part of a demolition at Plant 42 in Palmdale, Calif., April 29, 2025.



LEFT: Workers pull a former air traffic control tower off its foundation as part of a demolition at USAF Plant 42 in Palmdale, Calif., April 29, 2025.



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Stratolaunch photograph

Northrop Grumman Navigation Technology completes hypersonic test flights

Grumman successfully completed two test flights of its Advanced Hypersonic Technology Inertial Measurement Unit at hypersonic speed, leveraging Stratolaunch’s reusable hypersonic airplane, Talon-A at the Mojave Air and Space Port, Calif. These advanced flight tests move engineers one step closer to precisely navigating hypersonic vehicles in GPS-denied environments, further protecting the trajectory of the hypersonic vehicle from adversary threats. Survivability of the navigation unit, also known as a hemispherical resonator gyroscope, is a major accomplishment due to the harsh environment hypersonic speed presents and the intense forces experienced as the technology operates within Earth’s atmospheric boundary. This technology collected hours of critical ground and flight data, pivotal for future development.



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Tehachapi Economic Development Council members tour Edwards

by Mark Burdick
special to Aerotech News

Members from the Tehachapi Economic Development Council toured Edwards Air Force Base, Calif., April 30.

The tour of Edward's Air Force Base was a tremendous experience and a huge "thank you" goes out to our tour guide Jim Stossel.

We were able to see many amazing and wonderful sights and historical aircraft as well as meeting some important and influential people who operate behind the scenes of this marvelous facility.

Upon entering Bldg. 1600, the largest hangar on the base, we were greeted by Col. Ahave E. Brown, Jr., commander of the 412th Maintenance Group of the 412th Test Wing. He gave us a very informative and impassioned welcome and a motivational message about what they do there at the 412th.

He explained that it's their job to make sure that everything that is developed for an aircraft is sufficiently designed and thoroughly tested to insure the highest quality and functionality. He was very motivated and proud of his team and proud to be the U.S. Air Force.

Upon entering the main hangar area, it felt like we suddenly shrank, as the interior of this building is massive. The floor area is 10 acres and is at least 80 feet high. It can easily hold four B-52 bombers. Wow!

On our way to the next area, we were able to go up along the flight line and saw several interesting aircraft, a couple B-1s, a couple B-52s, and a collection of F-16s and T-38s.

We arrived at the area where they are testing the newest fighter in our country's arsenal, the F-35. We were met by one of the test pilots, call sign "Rolex." He gave us a good explanation of his job and some of the flight test requirements of such a program, as well as some of the functions of the aircraft.

While in the area, we treated to a visit to the pilot's equipment room where they have the helmets, G-suits, and other flight gear. He explained their function and the importance of each piece of equipment. The helmet is an integral piece of the puzzle, as it is the innerconnect between the pilot and the aircraft for not



Photographs by Ethan "Evac" Wagner



only navigation, but weapons target acquisition and delivery.

As we were departing that room, and were congregating in the hallway, one of our group, Cam Martin, recognized a man walking through the door at the end of the hall. He was greeted with a hearty handshake and a "Gosh! Haven't seen you in a while!" He was very exuberant as he had just come from a flight and was mentioning how he had to do that more often. Turns out, he was Brig. Gen. Doug Wickert, the 412th Test Wing commander.

He told us a little about his flight experiences and that his motivation to become a pilot was when Dick Rutan and Jena Yeager flew the Voyager aircraft around the world non-stop and unrefueled. He said it made quite the impact on him at 13 years old.

We had lunch at the club where we all sat in the Gen. Glen Edward's conference room, the namesake of the base since 1950. While there, we visited "Poncho's." A bar set up as closely as possible to the bar that Poncho Barnes owned and operated at



the Happy Bottom Riding Club that used to be in close proximity to the base from 1935-1953. The bar was a fixture in the lore of the base as it was frequented by not only test pilots of the era, but also Hollywood elites.

Upon entering the room, we were met with countless inscriptions and messages written on the walls and even the ceiling from test pilots and crew members to memorialize their stay at the base. The historical signifi-

cance was incredible as we read these quotes and inspirations to future generations of test pilots.

From there we headed over to the flight simulator facility where we each got an opportunity to fly the simulator for an F-16, F-22, and the new F-35. It was like the most realistic video game imaginable. One of our group wanted to know if he could have one for his living room. The newer simulators are so encompassing that you

actually feel like you're moving, when in fact you're sitting still. Very impressive.

We finished our tour at the air museum where we took a group photo and were able to wander around and look at the numerous aircraft on display. We were also able to purchase mementos from the gift shop. All the proceeds from those purchases will go to the new museum facility that's being built on the outside of the gate adjacent to where the Century Series is currently displayed.

It was an amazing experience, and one that I shall never forget. The people we met and the information given was incredible. The people in our U.S. Air Force operating at Edward's AFB are top notch and we should all be very proud and feel secure knowing that the caliber of people are working so diligently to ensure our freedoms.

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NASA X-59's latest testing milestone: Simulating flight from the ground

by Jim Banke
NASA Armstrong

NASA's X-59 quiet supersonic research aircraft successfully completed a critical series of tests in which the airplane was put through its paces for cruising high above the California desert — all without ever leaving the ground.

"The idea behind these tests is to command the airplane's subsystems and flight computer to function as if it is flying," said Yohan Lin, the X-59's lead avionics engineer at NASA's Armstrong Flight Research Center at Edwards, Calif.

The goal of ground-based simulation testing was to make sure the hardware and software that will allow the X-59 to fly safely are properly working together and able to handle any unexpected problems.

Any new aircraft is a combination of systems, and identifying the little adjustments required to optimize perfor-



NASA photographs by Garry Tice
NASA's X-59 quiet supersonic research aircraft is seen during its "aluminum bird" systems testing at Lockheed Martin's Skunk Works facility in Palmdale, Calif. The test verified how the aircraft's hardware and software work together, responding to pilot inputs and handling injected system failures.



mance is an important step in a disciplined approach toward flight.

"We thought we might find a few things during the tests that would prompt us to go back and tweak them to work better, especially with some of the software, and that's what we wound up experiencing. So, these tests were very helpful," Lin said.

Completing the tests marks another milestone off the check-

list of things to do before the X-59 makes its first flight this year, continuing NASA's Quesst mission to help enable commercial supersonic air travel over land.

Simulating the sky

During the testing, engineers from NASA and contractor Lockheed Martin turned on most of the X-59's systems, leaving the engine off. For example, if the pilot moved the control stick a certain way, the flight computer moved the aircraft's rudder or other control surfaces, just as it would in flight.

At the same time, the airplane was electronically con-

— See **5-59**, on Page 12

NASA test pilot James Less sits in the cockpit of the X-59 quiet supersonic research aircraft as he participates in a series of "aluminum bird" systems tests at Lockheed Martin's Skunk Works facility in Palmdale, Calif.

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Air Force photograph by CJ Raterman

Army Civil Affairs Soldiers from the 426th Civil Affairs Battalion, 358th Civil Affairs Brigade, jump out of a C-17 assigned to the 418th Flight Test Squadron during a joint training exercise above Edwards Air Force Base, Calif., April 11, 2025.



Air Force photograph by CJ Raterman

Brig. Gen. James Sanders, U.S. Army Civil Affairs and Psychological Operations Command (Airborne) Deputy Commanding General, inspects Soldier's equipment prior to conducting a static line jump as part of a joint training exercise on Edwards Air Force Base, Calif., April 11, 2025.



Air Force photograph by James West

Tech. Sgt. Tanner Sullivan, 418th Flight Test Squadron C-17 loadmaster, looks onward as Army Civil Affairs paratroopers board a C-17 at Edwards Air Force Base, Calif., April 11, 2025.



Air Force photograph by CJ Raterman

Joint airborne operation showcases interoperability, enhances warfighting readiness

by Giancarlo Casem

Edwards AFB, Calif.

A joint airborne training exercise at Edwards Air Force Base, Calif., involving the U.S. Air Force and Army Reserves highlighted the importance of cross-service collaboration, offering critical jump currency, tactical training, and operational integration for more than 100 service members, April 11.

Led by the 412th Operations Support Squadron and the 426th Civil Affairs Battalion (Airborne), the event brought together paratroopers and jumpmasters from civil affairs units and the 412th Test Wing Test Parachute Program as well as an aircrew from the 418th Flight Test Squadron. The operation enabled the deployment of troops and supplies over approximately 100 miles for a weekend field exercise, which included live-fire qualifications and a change of command on the drop zone.

"The purpose of the event was to provide currency and training for the Army Reserves and 412th OSS paratroopers," said Tech. Sgt. Robert Gregory, 412th OSS SERE/TPP superintendent. "These joint operations are important to showcase interoperability between the services and share experience between jumpers and jumpmasters."

The operation also allowed Air Force C-17 crews to execute several mass tactical operations, maintaining proficiency in large-scale air drops — a rare opportunity for the participating Army Reserve members. "We were able to execute all the mass tactical deployments on one lift," Gregory added. "The Reserves rarely get C-17 experience, so this was huge for them."

The training underscored vital lessons in coordination and mobilization. "This event showed the value of working together," Gregory said. "Our close collaboration with the civil affairs battalion over the past year has resulted in a 50 percent increase in high-performance jump opportunities. Their team is incredibly professional and adaptive."

One symbolic highlight of the event was enabling Brig. Gen.

LEFT: A Soldier from the 426th Civil Affairs Battalion, 358th Civil Affairs Brigade, walks off the drop zone following a static line jump at Edwards Air Force Base, Calif., April 11, 2025.



Air Force photograph by James West

Tech. Sgt. Robert Gregory, 412th OSS SERE/TPP superintendent, prepares Army Civil Affairs troopers for a static line jump aboard a C-17 above Edwards Air Force Base, Calif., April 11, 2025.

James Sanders, Deputy Commanding General, U.S. Army Civil Affairs and Psychological Operations Command (Airborne) to perform his 100th jump milestone — an achievement Gregory described as "a level that very few people reach, it is a milestone worthy of recognition."

Lt. Col. Daniel M. Krieger, Commander of the 426th CA BN (A), emphasized the strategic value of the operation.

"Airborne operations provide combatant commanders with the capability to deliver troops and supplies anywhere on the battlefield," Krieger said. "This operation enhanced jumper and jumpmaster proficiency and demonstrated the potential for future container delivery system drops."

Krieger noted the importance of joint communication and coordination between jumpmasters and Air Force loadmasters, now and in the future.

"There are always lessons learned from both sides. This operation reinforced the strong partnership and the criticality of communication," he said. "Multi-domain operations are inherently joint; to achieve mission success, it is imperative we speak the same language and can seamlessly integrate in a joint fight. The potential for continued joint training is unlimited."

John Himes, 412th OSS, training and operations flight chief, echoed those sentiments, crediting Gregory's networking with the 351st Civil Affairs Command for shaping Edwards AFB drop zones into a regional hub for joint service airdrop training.

"It embodies the fourth pillar of the National Defense Strategy — ensuring our future military advantage by building a resilient joint force and defense ecosystem," Himes said.

The successful execution of this training event reinforces the commitment of both services to build readiness through shared expertise and integrated operations.

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Davis-Monthan Fire Department wins DOD award

by 355th Wing Public Affairs

Davis-Monthan AFB, Ariz.

The 355th Civil Engineer Squadron Fire Department at Davis-Monthan Air Force Base, Ariz., has earned the Department of Defense's 2024 Medium Size Fire Department of the Year Award, marking the first time in its history it has received this high-level recognition.

The DOD-level award follows the department's earlier wins at both the Air Combat Command and U.S. Air Force levels, capping off a successful award season that highlights the department's operational excellence, community partnership and commitment to training.

"It's the 100th anniversary of our fire department, so this award is a huge milestone and testament to the men and women in this department," said Todd Canale, 355th CES installation fire chief. "They showed the Department of Defense what we are all about."

The award honors outstanding performance in emergency response, innovation in training and education of Airmen and contributions to the firefighting community. For the DM Fire Department, it affirms the impact of its continuous, high-tempo training culture and close collaboration with fire departments across Arizona.

"I look at this as a team accomplishment," said Senior Master Sgt. Zachary Sielaff, 355th CES deputy fire chief. "To have 70 individuals come together and put in the hard work day in and day out, and to have it validated and recognized at the DoD level, it means a lot."



Courtesy photo

The department is consistently training to be prepared and effective for their mission. Davis-Monthan firefighters regularly conduct joint exercises with local, state and international firefighting partners. These trainings strengthen response capabilities not just on base, but across the greater Tucson area.

"When you come to Davis-Monthan you know you are going to be a part of

the community," Canale said. "You're going to be training with thousands of other firefighters throughout the state. You are going to be involved at the local, state, national and international levels of fire service."

In addition to keeping base personnel and resources safe, the Davis-Monthan Fire Department plays a critical role in protecting the local community.

"Davis-Monthan Fire Department is here as a partner in the community," Canale said. "We are here to not only support the Desert Lightning Team, but the local Arizona community as well."

This recognition from the Department of Defense is a tribute to the department's century-long legacy and its continued focus on excellence, teamwork and readiness.

X-59, from Page 8

connected to a ground computer that sends simulated signals — which the X-59 interpreted as real — such as changes in altitude, speed, temperature, or the health of various systems.

Sitting in the cockpit, the pilot "flew" the aircraft to see how the airplane would respond.

"These were simple maneuvers, nothing too crazy," Lin said. "We would then inject failures into the airplane to see how it would respond. Would the system compensate for the failure? Was the pilot able to recover?"

Unlike in typical astronaut training simulations, where flight crews do not know what scenarios they might encounter, the X-59 pilots mostly knew what the aircraft would experience during every test and even helped plan them to better focus on the aircraft systems' response.

Aluminum vs. Iron

In aircraft development, this work is known as "iron bird" testing, named for a simple metal frame

on which representations of the aircraft's subsystems are installed, connected, and checked out.

Building such a testbed is a common practice for development programs in which many aircraft will be manufactured. But since the X-59 is a one-of-a-kind airplane, officials decided it was better and less expensive to use the aircraft itself.

As a result, engineers dubbed this series of exercises "aluminum bird" testing, since that's the metal the X-59 is mostly made of.

So, instead of testing an "iron bird" with copies of an aircraft's systems on a non-descript frame, the "aluminum bird" used the actual aircraft and its systems, which in turn meant the test results gave everyone higher confidence in the design.

"It's a perfect example of the old tried and true adage in aviation that says 'Test what you fly. Fly what you test,'" Lin said.

Still ahead for the X-59

With aluminum bird testing in the rearview mirror, the next milestone on the X-59's path to first flight is take the airplane out on the taxiways at the airport adjacent

to Lockheed Martin's Skunk Works facility in Palmdale, Calif., where the X-59 was built. First flight would follow those taxi tests.

Already in the X-59's logbook since the fully assembled and painted airplane made its public debut in January 2024:

- A Flight Readiness Review in which a board of independent experts from across NASA completed a study of the X-59 project team's approach to safety for the public and staff during ground and flight testing.
- A trio of important structural tests and critical inspections that included "shaking" the airplane to make sure there were no unexpected problems from the vibrations.
- Firing up the GE Aerospace jet engine for the first time after installation into the X-59, including a series of tests of the engine running with full afterburner.
- Checking the wiring that ties together the X-59's flight computer, electronic systems, and other hardware to be sure there were no concerns about electromagnetic interference.
- Testing the aircraft's ability to maintain a certain speed while flying, essentially a check of the X-59's version of cruise control.

EA-37B completes first training sortie

by Chad Watkins

Offutt Air Force Base, Neb.

The 43rd Electronic Combat Squadron flew the first mission training sortie for the EA-37B on May 2, 2025.

The EA-37B, a wide-area airborne electromagnetic attack weapon system using a heavily modified version of the Gulfstream G550 airframe, will replace the legacy EC-130H as a more modern, and cost-effective, commercial derivative aircraft. Ten of 14 EC-130H aircraft have been divested to date.

"The EA-37B and the professionals who support its mission represent the most recent evolution in a long history of EMS dominance for the ECG," said Lt. Col. Jesse Szveda, 43rd ECS director of operations. "The capabilities of this platform are the cornerstone to addressing emerging threats in any AOR at any time."

The EA-37B sustains Joint



Air Force photograph by Airman Samantha Melecio

A U.S. Air Force EA-37B Compass Call aircraft assigned to the 43rd Electronic Combat Squadron sits on the flightline before taking off for its first official mission training sortie flight at Davis-Monthan Air Force Base, Ariz., May 2, 2025. The EA-37B Compass Call is a wide-area airborne electronic attack weapon system using a heavily modified version of the Gulfstream G550 airframe.

Force military advantage in electromagnetic battlespace and builds a more lethal force by modernizing electromagnetic attack capabilities to deny peer competitors' tactical networks

and information ecosystems.

Additionally, the aircraft denies, degrades and disrupts adversary communications, information processing, navigation, radar systems and radio-con-

trolled threats. It also employs offensive counter-information and electromagnetic attack capabilities in support of U.S. and coalition tactical air, surface and special operations forces.

"This EA-37B mission culminates years of planning and coordination between thousands of people spanning many organizations," said Lt. Col. Tray Wood, 43rd ECS commander. "The hard work and dedication of these groups ensure the Electronic Combat Group is prepared for future conflict with the 43rd Electronic Combat Squadron leading developments in the Electromagnetic Spectrum."

The first EA-37B was delivered to the 55th Electronic Combat Group on August 23, 2024, to Davis-Monthan Air Force Base, Ariz., to begin pilot training. Although located at Davis-Monthan AFB, the 55th ECG reports to the 55th Wing at Offutt AFB, Nev. The group is the sole operator of Compass Call aircraft in worldwide contingency operations.

A total of 10 EA-37B's are expected to be produced and assigned to the 55th ECG.



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SMART MOVE.



Airmen demonstrate agile C2 capabilities in simulated contested environment

by Tech. Sgt. Rachel Maxwell

Davis-Monthan AFB, Ariz.

Airmen from the 612th Air Operations Center (AOC) and Air Communications Squadron (ACOMS) deployed to Nellis Air Force Base, Nev., May 5-16 to evaluate a new and innovative approach to operational command and control (C2) in the field.

Supported by the Air Force Joint Test Program Office (AFJO), the test measured the Air Operations Center — Deployable (AOC-D) team's mission effectiveness in a simulated deployed environment at the Shadow Operations Center -Nellis.

"The key objective of the field test is to perform basic AOC functions — forward division teams implementing their basic Air Tasking Cycle roles in producing, publishing and executing the Air Tasking Order (ATO)," explained Lt. Col. Joseph Hernandez, 612 AOC joint data network team chief.

An ATO is the Air Force's daily plan for air operations. Like a playbook, it outlines missions based on input from specialized divisions focused on intelligence, planning, strategy, operations and communications.

"In the event a location of consequence were to lose SATCOM [satellite communications], undersea cables, or terrestrial networks, you lose the ability to reach back," warned Lt. Col. Brandon Koster, 612 ACOMS commander. "One of the ways to solve this problem is to move closer to the fight, bringing the weapon system with you."

Unlike traditional AOCs that operate from fixed, secure facilities, the AOC-D is built to rapidly deploy with commercially transportable equipment that operates on both military



Air Force photographs by Airman 1st Class Jennifer Nesbitt

U.S. Airmen assigned to the 612th Air Operations Center (AOC) and 612th Air Communications Squadron conduct maintenance on command-and-control systems during a mock deployment at Nellis Air Force Base, Nev., May 13, 2025. The AOC-deployable team executed the Air Tasking Cycle to produce, publish and carry out the Air Tasking Order using the Shadow Operations Center-Nellis as a simulated deployed environment.



Airman 1st Class Michael Farrell, a 612th Air Communications Squadron deployable radio technician, conducts maintenance on command and control (C2) systems during a mock deployment at Nellis Air Force Base, Nev., May 13, 2025.

LEFT: Senior Airman Michael Steers, a 612th Air Operations Center (AOC) deployable network technician, performs maintenance on command and control (C2) systems during a mock deployment to Nellis Air Force Base, Nev., May 13, 2025. As part of the exercise, the AOC-deployable team conducted a comprehensive test to assess the operational concept for a deployed C2 capability, ensuring mission readiness anytime, anywhere.

and commercial networks.

"This is different from traditional AOC operations in that our deployed teams will not have a parent organization's resources, personnel and troubleshooting expertise within a negligible distance of any issue," said Hernandez.

While the concept of the test was to prove ATOs could be successfully produced in the field, the 612 ACOMS took it one step further.

"This was the first operational test of a commercial facing tactical extension of the Air Force Network on both secure and non-secure platforms," said Koster. "This allowed ACOMS to use any available commercial network path to include, wireless 5G/LTE, Starshield and traditional wired connections to extend the weapon system to the location of need in a secure manner."

According to Koster, the new approach can support up to 600 connections across multiple locations, effectively replacing military satellite communications (MILSAT) requirements, providing a redundant and resilient C2 capability where internet access may be limited or denied.

"This test demonstrated that the Air Force would benefit from investing in tactical network extensions for all its existing bases and forward locations," said Koster. "The Air force can maximize its communications resiliency — leveraging commercial networks, ensuring a network access point is always available to Airmen in the field."





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Beach rescue to Ranger tab: Journey of an Airman leader

by Airman 1st Class Michael Sanders
Nellis AFB, Nev.

Part 1: The Rescue

"I saw a life on the line and did what needed to be done."

Before he earned the coveted Ranger tab, U.S. Air Force Senior Airman Trevor Thrasher—an aerospace medical technician at Creech Air Force Base, Nev., was ankle-deep in Red Flag surf near his hometown of San Clemente, Calif., unaware that instinct and training would soon make him a hero.

"It was the last leave I took before Ranger School," Thrasher said. "Just a classic summer day: big swells, packed beach, and strong rip currents."

Thrasher had grown up in the ocean swimming, playing water polo, and working as a lifeguard. This background would prepare him for the day ahead as well as his journey graduating from Army Ranger School.

"My dad and I were body surfing, and we'd drifted down the beach a bit when I spotted two adolescents caught in a rip current," he said. "One had made it back in, but the other was clearly struggling; he was being pulled out and looked panicked."

Thrasher wasted no time. He swam toward the struggling swimmer, calling out to assess the situation, fighting the pull of the rip current.

"He said, 'No, I'm not okay,' and I could see it in his face; he was scared," Thrasher said. "I told him, 'Hey, I used to be a lifeguard, I've got you!' Then I wrapped my arm around him and used the current to take us out a bit, away from the crashing waves."

Despite no longer being on duty as a lifeguard, Thrasher used his training to keep the swimmer calm and in control until a lifeguard boat from the state beach patrol arrived to take over care. It was the same stretch of coastline he used to work on as a lifeguard, but that day, he wasn't wearing a uniform for the state or his country; just acting on instinct.

"For me, it wasn't anything crazy," Thrasher said. "It was second nature. I had done it before. I just happened to be in the right place at the right time."

Part 2: The Ranger

Before the beach rescue proved his true character, Thrasher was securing approval to attend Army Ranger School. It was a process that required the endorsement of Col. Paul DeFlorio, the 99th Operational Medical Readiness Squadron commander, to confirm that Thrasher, an Air Force medic, possessed the determination to endure the rigors of the 62-day course.

"A lot of people think medics can't lead, but I wanted to change that per-

ception," Thrasher said. "I didn't want to just be the guy you call when you get hurt. I wanted to be the one you follow into the fight and the one who gets you home alive."

DeFlorio interviewed Thrasher to understand his motivations and qualifications. The conversation assured DeFlorio that Thrasher could succeed at Ranger School.

"I think the benefit of Airmen participating in sister service training is immeasurable," said DeFlorio. "We fight as a joint force, and anyone who has cross-trained like this is a force multiplier."

Getting his commander's approval wasn't the only obstacle Thrasher had to take to secure his slot at Ranger School. He attended a pre-Ranger course at Joint Base San Antonio-Camp Bullis, Texas. The course simulated the physical and mental rigors he would endure, pushing him through intense field training, leadership evaluations and sleep deprivation. Before he knew it, Thrasher was on the way



to Fort Moore, Ga., to begin the first phase of Ranger School, known as the Darby Phase.

During the Darby Phase, Thrasher completed the Ranger Physical Assessment, which included a five-mile run, 12-mile ruck march, land navigation and a combat water survival test. The next phase, the Mountain Phase, took place in the rugged terrain of Dahlonga, Ga. It challenged students with mountaineering operations, combat patrols and leadership under fatigue.

"When everything is stripped away, such as food, sleep and comfort, you see people's true character," Thrasher said. "Leadership isn't about how you perform when things are easy, but how



Air Force photographs by Airman 1st Class Michael Sanders
Senior Airman Trevor Thrasher, a 99th Operational Medical Readiness Squadron aerospace medical technician at Creech Air Force Base, stands in front of an ambulance at Nellis Air Force Base, Nev., April 17, 2025. Thrasher is one of 355 Airmen to graduate from Army Ranger School.

LEFT: Senior Airman Trevor Thrasher, a 99th Operational Medical Readiness Squadron aerospace medical technician at Creech Air Force Base, displays his Ranger patch. After Ranger School, Thrasher received an early promotion and was awarded the Air and Space Achievement Medal.

promotion under Airman below-the-zone and was awarded the Air and Space Achievement Medal. From his experience completing Ranger School and the beach rescue, one of Thrasher's lasting lessons was learning to see stress as "a privilege of leadership." He explained that he now views high-pressure situations not as burdens, but as opportunities to lead.

"The leadership quality Thrasher best demonstrates is humility," DeFlorio said. "Despite being one of only 355 Airmen to ever earn a Ranger tab, receiving a medal for saving someone from drowning and earning below-the-zone promotion, he remains quiet, humble and reserved. He's the prototypical quiet professional, and sometimes, the softer you speak, the more people listen."

you hold yourself when everything is hard."

The final stretch of Ranger School was the Swamp Phase at Eglin AFB, Fla., designed to push students to their limits in a jungle-like environment, testing their ability to lead extended patrols in harsh conditions with minimal supplies. Successful completion of Ranger School earns the coveted Ranger tab, signifying the ability to lead in demanding environments.

"The military demands people who rise to the occasion," Thrasher said. "Leadership means being ready to act at a moment's notice, even when the future is uncertain."

After graduating Ranger School, Thrasher went on to receive an early

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A breath of relief: How one airman's training saved a life

by Robyn Stulgaitis

Nellis AFB, Nev.

It was a busy shift in Mike O'Callaghan Military Medical Center's Emergency Room.

Every room was full, and Capt. Angela Leonardo, the acting charge nurse, snatched a hurried bite at her desk between patients. Suddenly, an uncomfortable pressure in her chest signaled trouble. A piece of food had lodged in her throat. She tried to speak, but nothing came out.

Nearby, Paramedic Staff Sgt. Kenneth McIntyre was retrieving specimen labels from the printer. As he turned walk away from Leonardo to head into a patient room, he saw Leonardo clutch her throat with both hands — the universal choking sign.

"Are you choking?" McIntyre asked quickly. Leonardo nodded frantically, her vision blurring as and the room going black around her as oxygen deprivation set in. McIntyre instantly sprang into action, performing three rounds of the Heimlich maneuver. The obstruction was dislodged, and Leonardo gasped a deep, grateful breath.

"It was scary," said McIntyre. "If I wasn't there, we would have just found her unconscious. No one else was around."

"[McIntyre] said next time chew your food," quipped Leonardo.

For his actions, McIntyre will be awarded the Air Force Achievement Medal. His ability to remain calm under pressure, coupled with knowing exactly what to do in a choking emergency stem from years of experience and proper training.

"Utilizing his paramedic



Air Force photograph by Robyn Stulgaitis

Paramedic Staff Sgt. Kenneth McIntyre sits inside an ambulance at Mike O'Callaghan Military Medical Center, Nellis Air Force Base, Nev.

experience and foundational knowledge he appropriately offered care that otherwise would have led to a disastrous outcome," said Maj. Maggie Smith-Davidson, Emergency Services Flight Commander.

Inspired by his Air Force-veteran grandparents to enlist in the Air Force after high school graduation, McIntyre worked as a medical technician at Sheph-

ard Air Force, Texas base before being recommended to apply for paramedic school.

From there, McIntyre spent the next six years at Eglin Air Force Base, Fla. McIntyre's time at Eglin included four years working in the emergency room, two years on an inpatient unit, and a deployment to Kuwait before coming to MOMMC in 2023.

As the Air Force's only level III trauma center, McIntyre stays busy in MOMMC's emergency room.

"Nellis offers lots of opportunities to use my paramedic skills," said McIntyre.

McIntyre takes pride in his involvement in the emergency response to a car accident at the Simmons gate during a busy NASCAR weekend. The

accident left a motorist with a severely broken leg. McIntyre applied a tourniquet to the leg and loaded the patient into the ambulance for transportation back to MOMMC's emergency room. Only 11 minutes elapsed between ambulance arrival on scene and the patient reaching the emergency room.

"I'm proud of that one," said McIntyre. "I enjoy helping people when it actually matters and making big decisions to save lives," he said.

McIntyre was in the right place at the right time to help Leonardo, but his decisive actions were not just luck. McIntyre credits his recent Basic Life Support training for knowing exactly what to do in a choking scenario.

"It was my first time ever doing the Heimlich," said McIntyre. "But I had taken a BLS course recently. If you know your training, you can just jump in without hesitation."

McIntyre's experience underscores the value of BLS training for everyone. Knowing basic life-saving techniques like the Heimlich maneuver, CPR, and how to recognize the signs of a stroke or heart attack can empower individuals to respond effectively in emergencies. Seconds can matter in a crisis, and a bystander with BLS training can be the crucial link between life and death.

McIntyre's dedication and skill make him invaluable to MOMMC and the Air Force. His actions, while simply "part of the job" for him, are heroic to those he helps, like Leonardo.

"He was right where he needed to be," said Leonardo. "He saved my life."

E-7 A, from Page 1

E-7 Wedgetails in the coming years.

"The RAAF is the original operator of the E-7A aircraft," said Squadron Leader Owen Hamilton, flight commander, Aircraft Research and Development Unit. "We have already tested and overcome many early challenges typical of a new platform. This unique knowledge allows us to guide our allies in the U.K. and U.S. to field their own E-7A Wedgetail capability faster."

Bringing three nations together for testing presented challenges, including understanding the required processes for secure data sharing between the KC-46

and E-7A, two platforms that had never interfaced. Boeing, the mission partner and KC-46 program office, assisted the 418th FLTS with breaking down these barriers.

"Sharing data and understanding how to dissect and utilize the information is just as important as the actual test certification," said Maj. Matthew Daughtery, global reach test pilot, 418th FLTS. "There are no benchmarks or precedents for aligning these systems. The USAF and RAAF use different rules and nomenclatures. A key part of developmental testing is to find a path to success. Where there's a will, there's a way!"

An RAF representative also participated in the testing, as the RAF will soon

operate a variant of the E-7 Wedgetail. This hands-on experience provided critical early exposure as they begin their own flight test campaign.

"This test event reflects the joint collaboration and interoperability between our three nations," said Squadron Leader Angus Lilly, RAF test pilot. "We will soon begin flight testing our own E-7A aircraft, and this early collaboration will help us field our capability more efficiently."

The robust testing over the Mojave Desert signals a new era in networked airborne early warning and control capability. Lessons learned are already informing future test planning as the RAF and USAF prepare to transition to

E-7 Wedgetail operations.

Further, the KC-46 now has a data baseline for certifying unique foreign aircraft, a shining example of testing efficiency.

"The U.S. is demonstrating the impact of our trilateral engagement through this testing, with the ultimate goal of full interoperability for global defense," said Michael Baker, E-7A chief of developmental test for the USAF. "E-7A interoperability will allow joint forces to focus on the fight, not on aircraft ownership. This also lays a path for future cooperation to enhance the E-7A for the future." The USAF expects to start testing its first E-7A later this decade.

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Local museum seeks to preserve AV aviation history

by Bob Alvis
special to Aerotech News

Growing up in what many call the "Aerospace Valley," we have had front-row seats to many firsts that make our aviation accomplishments something the United States can be proud of.

Muroc and Edwards Air Force Base are two places that invoke visions of clunky research vehicles evolving into cutting-edge aircraft and becoming the vision of speed and space age conquests.

Over the years, many great people who became the heroes piloting the dreams of men with slide rules and pencils evolving on a work bench from concept to first flights, here in our desert home in the Antelope Valley and Mojave.

I volunteer at the Edwards Flight Test Historical Museum and wish I could spend more time in that capacity as I really enjoy being around the museum and the people who share the very best of American ingenuity when it comes to science and technology as it blossomed from blueprints to the wild blue yonder.

Today, driving that long road to Edwards, I was thinking about being a Baby Boomer whose dad came to the High Desert in 1954, the year I was born. My family rode that rollercoaster of the many projects that would make up flight test. We kids would just remember life as dad or mom going out the door early every morning before sunrise and getting home late in the evening. The roller coaster of our lives started out on what was that two-lane road our parents drove to work every day and returned on that same road at night.

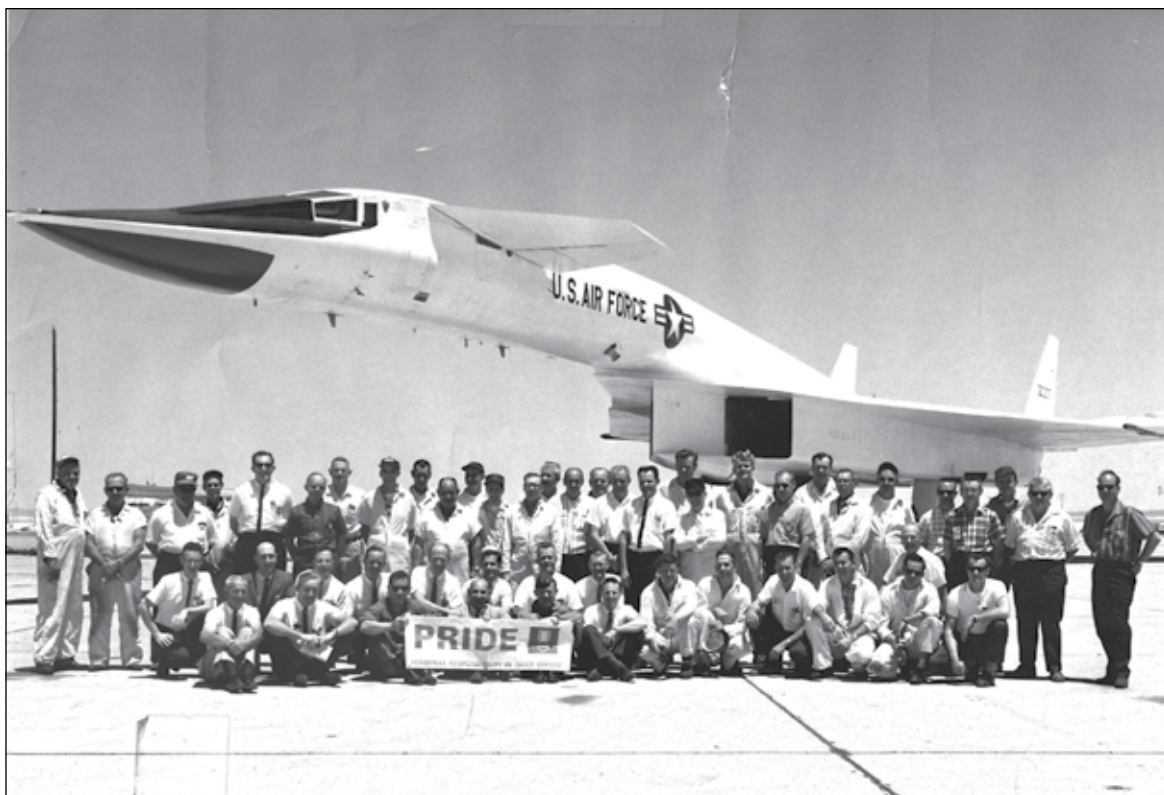
Each day all the friends and family who drove that old road were part of a giant jigsaw puzzle of aerospace, crafting amazing craft to benefit our nation and the world. We would see the famous pilots of the day in our community as they received the accolades that they truly deserved while also knowing that it was a valley full of amazing men and women who made that first flight down a runway possible, and a trip to the edge of space (and space itself) possible.

Right now, the Flight Test Museum is trying to spread its

wings into a new facility and, much like the aircraft programs of the past, it's in need of those next generations of sons and daughters to make the new museum property a reality. The Flight Test Museum Foundation is crafting the possibilities that will mirror what our moms and dads did in past generations, overcoming difficult obstacles to reach benchmarks and to make the amazing take to the air.

Like many things in life, we can always look for the one miracle donation that can be the end-all answer to the problem, so we need not look any further. But we must also look at other possibilities to create a group-effort mindset to make the project take flight like our parents did back in the golden age of flight test.

I see this as an opportunity



Photographs courtesy of Bob Alvis



for our generation to pay tribute to our moms and dads who were just as responsible for all those records and achieved milestones as the pilots and engineers who came up with the ideas and flew them off the runways.

I'm just a museum volunteer and I don't speak in any capacity for the museum, but I just wanted to reach out and try to inspire others of our and future generations to volunteer and help support the museum fundraising efforts. This work will honor all our valley citizens who through their hard work and sweat and long trips down an old desert road year after year, made the magic of Muroc and Edwards possible.

Funny, I was thinking how many times we seek the company and fame of the storied pilots and

astronauts, but the real man or woman sitting across the dinner table in our homes over the years was the unsung hero in the trenches that made it all happen.

Let's make this museum happen for them!

And now looking back, dang, I never asked my dad for an autograph.

I hope we can pull together and get that half-completed museum done. It is time to open its doors to the public and all the dreamers who someday will write their own history in the skies of the Antelope Valley and our American home.

Until next time, Bob out ...

Editor's note: For more information on volunteering at the museum, visit <https://flighttest-museum.org/volunteer/>.



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NAME:
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The Undersigned will sell at public sale by competitive bidding at www.storagetreasures.com to end **June 14, 2025 at 10:00 am** on the premises where said property has been stored & which are located at:

Storelocal L8
429 East Ave L8
Lancaster, CA 93535
County of Los Angeles,
State of California.

The following Property consists of: Furniture, Wall Art, Appliances, Personal Items & More

NAME:
Maritza Quintero

NOTICE OF PUBLIC LIEN SALES
Business & Professional Code Section 21700-21707

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 18th day of June 2025** or thereafter. The auction is being held at **www.selfstorageauction.com** by competitive bid. The property is stored by **Nova Storage located 16488 Adelanto Rd. Adelanto, CA 92301.**

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

C01 Christopher, Theron
C09 De Witt, Tracy
C35 Valenzuela, Servando
E20 Ballock, Billy
F74 Gonzalez, Nicole

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 18th day of June 2025** or thereafter. The auction is being held at **www.selfstorageauction.com** by competitive bid. The property is stored by **Nova Storage located at 14800 Rinaldi St Mission Hills, CA 91345.**

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

0020 Shahbazian, Haroutioun M
4117 Minesaki, Christina
0201 Jelich, Dragan
0501 Hershon, Anne
0062 Earl, Scott
0185 Aguirre, Natalie
0248 Montanez, Mandy
0265 Martinez, Joe
0277 Garcia, Theresa
0639 Deroman, Paulino

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Business & Professional Code Section 21700-21707

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

0203 Sonya Celis
0427 Gabriella Gonzalez
0178 Ricardo Martinez
0282 Mellisa Wilson

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 18th day of June 2025** or thereafter. The auction is being held at **www.selfstorageauction.com** by competitive bid. The property is stored by **Nova Storage located a 3305 E. Palmdale Blvd., Palmdale, CA 93550.**

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

I2115 Nicoya Clarke
E396 Justin Lopez
I2114 Christopher Luque
D174 Lionel Rios
E389 Oscar Rivas
G592 Jose Salgado
E416 Shautonya Smith

Date: May 28th, 2025 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 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 18th day of June 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.

4019 Akiyama, Glen
1045 Miley, Austin
5022 Akiyama, Glen
6173 Pierce, Andrea

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 18th day of June 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.

N09 Hernandez Cervantes, Helen
A20 Josaphat, Carolyn
F07 Castro, Francisco
J31 Nichols, Lamont
006 Robinson, Phyllis
028 Mcneal, Samuel
Q01 Willie, Mi’Lady
T12 Florence-Petkovic, Starr

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 18th day of June 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.

A032 Posada, Carlos
A036 Benson, Andy
C382 Stugard, Dominique
D460 Meza, Javier
F700 Diaz, Austen
F760 Dominguez, Josue

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 18th day of June 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.

0414 Kung, In Whan
M1028 Pelayo, Cruz
0194 Aguilera, Hector
0236 Rezex, Pedro
0473 Guzman, Rosa
0512 Vizcaino, Alejandra P
0584B Ramirez, Maria A
0640 Baten, Carolina
0644 Angel, Louis
1025 Munoz, Kimberly
2104 Zarate, Lorena
2106 Schreiber, Kenna
2330 Guzman, Rosa Angelica
2338 Lopez, Lizbeth
2403 Lopez, Joshua
2422 Montoya, Carlos
3225 Tapia, Alecsis
3231 Manzanilla, Jose Alexander

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

0405 Pineda, Julio Roberto
0680 Moreno, Juan C
0736 Valle, Gloria
0006 Abucejo-Ranario, Rizza
0017 Vandevort, Alexandra
0183 Mendez Acosta, Nancy Janette
0358 Zamora, Michel
0643 Lopez, Leonor

Date: May 28th , 2025 Signed NOVA STORAGE This notice is given in accordance with the provisions of section 21700 et seq. of Business & Professional Code of the Sate of California. The owner reserves the right to bid at the sale. All purchased goods are sold “As Is” and must be paid for and removed at the time of sale. Sales subject to prior cancellation in the event of settlement between owner & obligated party. Auctioneer: Nova Storage

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