

NASA's X-59 Quiet Supersonic aircraft begins taxi tests



NASA photograph by Carla Thomas

NASA's X-59 quiet supersonic research aircraft taxis across the runway during a low-speed taxi test at U.S. Air Force Plant 42 in Palmdale, Calif., July 10, 2025. The test marks the start of taxi tests and the last series of ground tests before first flight.

by Nicolas Cholulu

NASA Armstrong

NASA's X-59 quiet supersonic research aircraft has officially begun taxi tests, marking the first time this one-of-a-kind experimental aircraft has moved under its own power.

NASA test pilot Nils Larson and the X-59 team, made up of NASA and

contractor Lockheed Martin personnel, completed the aircraft's first low-speed taxi test at U.S. Air Force Plant 42 in Palmdale, Calif., on July 10, 2025.

The taxiing represents the X-59's last series of ground tests before first flight. Over the coming weeks, the aircraft will gradually increase its speed, leading up to a high-speed taxi test that will take the aircraft just short

of the point where it would take off.

During the low-speed tests, engineers and flight crews monitored how the X-59 handled as it moved across the runway, working to validate critical systems like steering and braking. These checks help ensure the aircraft's stability and control across a range of conditions, giving pilots and engineers confidence that all systems are functioning as expected.

The X-59 is the centerpiece of NASA's Quesst mission, which aims to demonstrate quiet supersonic flight by reducing the loud sonic boom to a quieter "thump." Data gathered from the X-59 will be shared with U.S. and international regulators to inform the establishment of new, data-driven acceptable noise thresholds related to supersonic commercial flight over land.



Command changes at Team Edwards' maintenance team

Col. Brown heads to Air Force Academy

by Dennis Anderson
special to Aerotech News

Ceremonies for change of command happen in a building big enough to comfortably house a B-52 Stratofortress, the oldest operational aircraft in the Air Force, and place it nose-to-nose with a B-2 stealth bomber, and maybe even roll in a massive C-17 Globemaster transport, and still have room to host an Air Force Ball.

The 412th Test Wing commander, Brig. Gen. Douglas P. Wickert calls the big building "the sacred hangar in our little corner of the Mojave Desert."

It was that hangar where Col. Ahave E. Brown handed the command flag of the 412th Test Wing Maintenance Group over to the new leader, Col. Philip Rehmert, on July 9, 2025, nearly three years to the day after Brown assumed command.

For three years, Brown, served as commander of the 412th Test Wing Maintenance Group where he led 1,800 civilian and military personnel in execution of developmental test and evaluation on 53 highly modified test aircraft.

Wickert, commanding the 412th Test Wing and commanding officer at Edwards, mounted the big stage from which an American flag the size of a house is draped, book-ended by a couple of needle-nosed fighter jets.

The general had a few words about Brown.

"Colonel Brown, what a phenomenal command you have had," the commanding general said. "You have already sustained the most complex diverse maintenance group in the world, and you have taken the enterprise to a new level."

Wickert noted Brown and his team ushered in a series of firsts, including first flight of the nation's newest strategic bomber, the B-21 Raider, paving the way for "Raptor 2.0" and preparation of the latest version of Air Force One.

Wickert said anyone wanting to see what the Air Force will look like in the next five to 50 years, the skies above Edwards is where it all happens. That future in flight could not happen without the



Air Force photographs by Dennis Anderson
Brown shares stirring words at the 2023 Veterans Military Ball in Lancaster, Calif. He is renowned as an inspirational speaker.

kind of superior maintenance support provided by 412th Wing maintainers, he said.

During his three-year command, the 412th maintenance group was recognized for excellence each year, including receiving the Secretary of Defense Field Maintenance Award in 2024.

"This is where we are pacing China," Wickert said. He added it was the work of 412th Test Wing and its maintenance group that prepared the way for the recent B-2 mission into Iran to disable its nuclear program.

Beyond performance measure statistics, Wickert said Brown's leadership was defined "by the way you care for people."

The general said when he is out and about in Edwards' surrounding communities he is frequently asked, "Do you know Col. Brown? I go up in their estimation when I say I work with Col. Brown."

Maj. Gen. Scott Cain, commander of the Air Force Test Center, attended. Community groups including the Edwards Air Force Base Civilian-Military Support Group, and Coffee4Vets veteran support group attended.



The Air Force awarded Brown the Legion of Merit, with Wickert pronouncing Brown's performance "exceptionally meritorious."

Of the incoming commander, Wickert said "We got it absolutely right with Col. Rehmert. He is perfectly suited for the role to define maintenance for the B-21 Raider."

Wickert added, "Command is the Air Force's greatest calling. It requires excellence, integrity, humility and a relentless commitment to taking care of the people."

Rehmert addressed his new troops and the guests.

"This is national defense in its most technical form," he said. "Test pilots fly unproven systems in unforgiving ways with full trust in the aircraft they operate, and that trust begins right here w 412th Mainenance Group."

Brown heads to a new assignment at the Air Force Academy in Colorado

Springs, Colo., where he will command the 10th Air Base Wing.

Brown shared a few words with the guests and with the Airmen, men and women of the maintenance group, his troops, who now become Col. Rehmert's command.

"I thank you because you allowed me to be just like you," Brown said. Pointing at the big flag, he said, "I am a thread on this flag, and so are you. It is the red, white and blue that drives us, that motivates us, that allows us to get up in the morning." He added, "Someone must answer the nation's call."

Brown's next assignment, he said, "entails overseeing the installation, the security and environment for the entire Air Force Academy in Colorado Springs, some 4,000 plus cadets ... and between three to four-thousand personnel who contribute to graduating the world's finest officers."

In a telephone interview before the ceremony, Brown said, "Carrying out test for the Air Force, our Allies and partners, there is not a day we are not integrally involved in the national defense. And I have had the wonderful opportunity to work with my civilian teammates who have decades of experience."

There is something else Brown brought to his time in the Antelope Valley. In visiting frequently with veterans, he said he has been rewarded with the experience of former military, the troops who exited armed service and moved on to great service as citizens.

"Our country is steeped in the history of the great heroes and heroines who have stood up for the Flag, and worn its colors," he said.

Born in Baltimore, Brown remembers the day his father took him down to the station where he would leave for Air Force training. Brown spent 14 years as an enlisted Airman before shifting to the commissioned officer role.

"I came into basic military training on 23 June, 1986 at the tender age of 17," he recalled. "I have been on active duty ever since." He laughed, and said, "Always forward."



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FLYING TIGERS AND TARANTULAS:



Air Force photographs by James West

Soldiers from the Tarantula Team, Operations Group, National Training Center, out of Fort Irwin, Calif., prepare to board a C-17 assigned to the 418th Flight Test Squadron at Barstow-Dagget Airport, June 5, 2025.

418TH FLTS CONDUCTS NIGHTTIME AIRBORNE OPERATIONS TRAINING WITH FORT IRWIN SOLDIERS



Soldiers from the Tarantula, Team, Operations Group, National Training Center at Fort Irwin, prepare to jump out of a C-17 assigned to the 418th Flight Test Squadron, out of Edwards Air Force Base, Calif., June 5, 2025.



Maj. Richard Tyner, 418th Flight Test Squadron chief of training and C-17 test pilot, lands back at Edwards Air Force Base, Calif., following a night-time airborne operation training with Soldiers from the Tarantula Team, Operations Group, National Training Center, Fort Irwin, June 5, Calif.

See **EAFB**, on Page 4

EAFB, from Page 3

by Giancarlo Casem
Edwards AFB, Calif.

The 418th Flight Test Squadron from Edwards Air Force Base, Calif., conducted a night-time airborne operation training with soldiers from the Tarantula Team, Operations Group, National Training Center out of Fort Irwin, Calif., June 4, 2025.

The training event offered paratroopers, pilots and loadmasters an opportunity to hone vital warfighting skills and enhanced overall readiness and partnership between the military branches in an austere, remote and isolated environment of the Mojave Desert.

RIGHT: Soldiers from the Tarantula Team, Operations Group, board a C-17 assigned to the 418th Flight Test Squadron at Barstow-Dagget Airport, CV, Calif., June 5, 2025.



Air Force photographs by James West



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TUCANO TALES:

A-29C operations formally begin at the USAF Test Pilot School

by Chase Kohler
Edwards AFB, Calif.

The Air Force Test Pilot School at Edwards Air Force Base, Calif., is working judiciously to integrate three recently acquired A-29C Super Tucano aircraft into the student flight curriculum.

In partnership with the Air Force Test Center and the Sierra Nevada Corporation, the airplanes will soon provide critical cutting-edge instruction to future test leaders.

The A-29 is unique in many ways. Designed to be an affordable, lightweight, multirole airframe, the aircraft was briefly evaluated by Air Force Special Operations Command before being temporarily stored at Davis-Monthan AFB, Ariz. Due to limited use, the A-29 is one of the few aircraft within the current Air Force inventory that lacks a formal training course and is not utilized operationally.

————— See **TUSCANO**, on Page 6



Air Force photograph by Jennifer Healy

Maj. Mateusz Borek, flight sciences assistant department chair and chief A-29 test pilot for the Air Force Test Pilot School, prepares for a training sortie at Edwards Air Force Base, Calif. The A-29C Super Tucano fleet has begun formal integration into school's curriculum. This new aircraft provides students with a modern platform for instruction in aerial spins, sensors and mission systems training, while also giving the school an additional aircraft type for data collection during research projects.

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Air Force photograph by James West

Instructors at Air Force Test Pilot School depart Edwards Air Force Base, Calif., during an A-29C training flight. The A-29C Super Tucano fleet has begun formal integration into school's curriculum. This new aircraft provides students with a modern platform for instruction in aerial spins, sensors and mission systems training, while also giving the the school an additional aircraft type for data collection during research projects.

TUSCANO, from Page 5

This contrasts with the broader A-29 fleet, which is widely used across the globe by allied nations to provide counter insurgency and reconnaissance operations.

The ability to fly multiple mission sets makes this aircraft the right choice for the school's modernization efforts, according to Maj. Mateusz Borek, Air Force Test Pilot School.

Three TPS instructors ferried the A-29s to Edwards with zero formal flight training on the aircraft. They prepared by studying the flight manual, talking to A-29 maintainers, and studying what is known as the 3-3 publication, or key tactics, techniques and procedures unique to the aircraft. To further mitigate risk, the instructors completed qualification flights in the T-6 Texan and the PC-21, which have similar flying and handling characteristics.

"Even though I wasn't testing the A-29C per se, the thrill of getting into an aircraft I've never flown before, solo, was unmatched" said Borek, who serves as flight sciences assistant department chair and A-29 chief pilot. "I studied the flight manual meticulously and mentally rehearsed the flight more than I can remember.

"The USAF Test Pilot School had a big hand in preparing me for scenarios such as this one," said Borek. "While I was a student, I flew more than 20 different airplanes. The school didn't provide me with extraordinary abilities. Instead, it taught me critical

thinking and evaluation skills that can only be gained with countless hours of academics, sims and hands-on experiences".

Once safely on the ground, the A-29s spent the next six months going through extensive maintenance in collaboration with the Sierra Nevada Corporation. This allowed instructors to thoroughly study the aircraft, refine procedures and develop a comprehensive training plan. The modern avionics and robust airframe design allow the A-29 to be one of few aircraft within the Test Pilot School curriculum to be utilized for multiple events and lessons, or what the school defines as a jack-of-all-trades aircraft.

The aircraft will first primarily be used for stall and spin training, according to Borek. Evaluating and testing stall and spin characteristics of aircraft is a crucial skill set for every TPS graduate. While the school currently has a glider spin sortie and an F-16 departure flight in the curriculum, the former offers limited repetitions and flight dynamics, while the latter is only applicable to graduates who go on to test fighter aircraft. The A-29 can execute many types of spins and has a flight endurance of more than one-and-a-half hours, maximizing learning for all students.

Once these flights are established, the school's curriculum will delve into the A-29's mission systems. The aircraft can carry an MX-15 electro-optical and infrared imaging system, or sensor ball, utilize the Link 16 tactical data network, communicate through a VORTEX tactical data link, and employ laser-guided

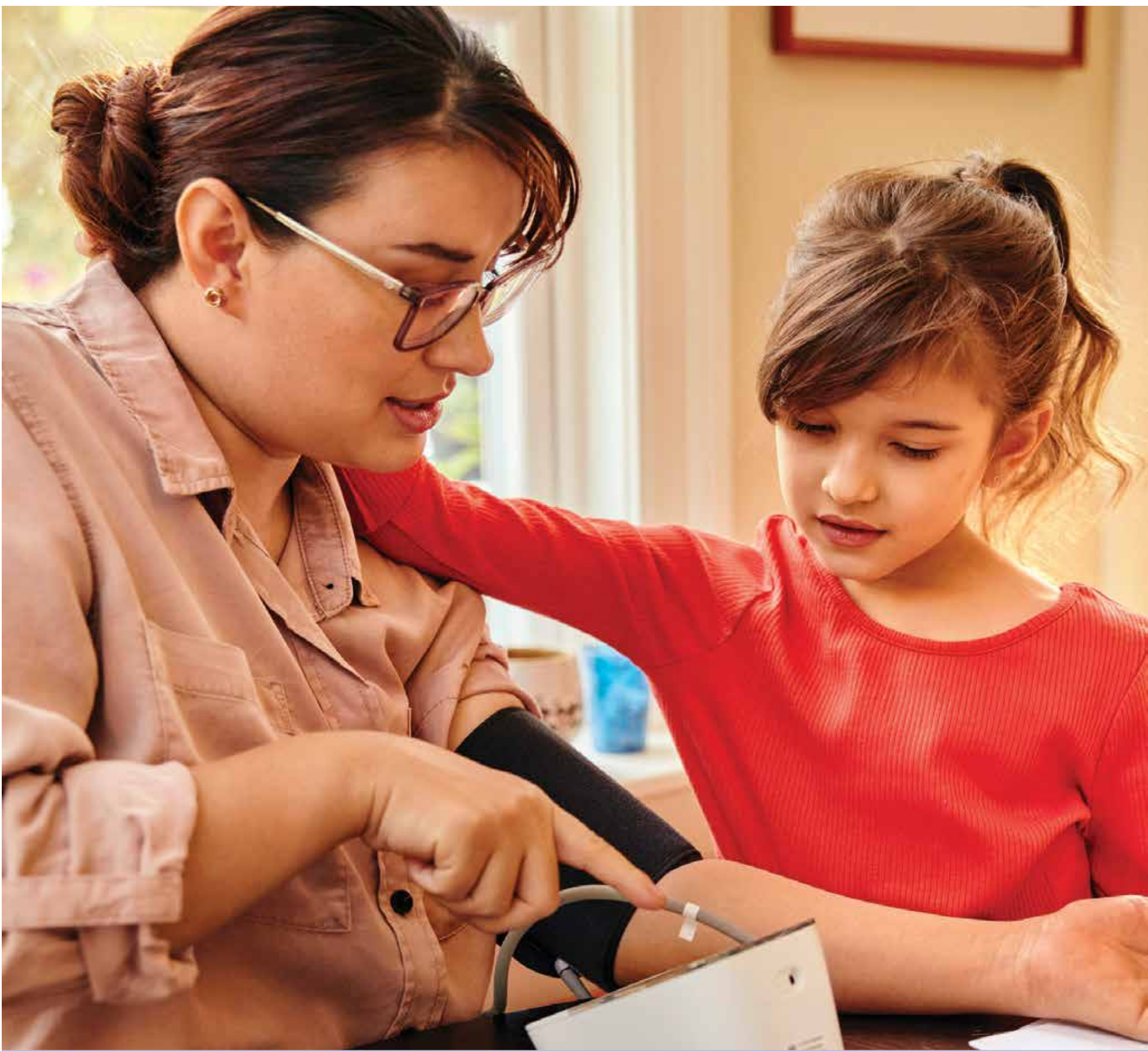
bombs and rockets. These systems will equip students with the knowledge and skills necessary to test and evaluate similar mission systems on current and emerging platforms. The Tucano systems will also help reduce flying hour and maintenance strain on the Edwards F-16 fleet by allowing the student sensors demo, weapons demo and mission systems practical exam to be uniquely performed using the A-29.

As with any test asset, the A-29 requires installation of special instrumentation to enable advanced data collection and control room operations, which is currently ongoing. The school is also exploring potential integration of the Agile Pod, which allows operators to customize sensor packages and would further enhance mission systems capabilities.

With five weapon stations per aircraft, the A-29 also allows future flexibility for research and development efforts through the school's research division. As the concept of manned-to-unmanned teaming grows across air operations, the Tucano's backseat offers a dedicated controller station that can be utilized by future combat systems officers and remotely piloted aircraft students.

"The more we learn about the A-29C Super Tucano, the more robust our syllabus becomes. This is an exciting time to be an instructor and student at the school," said Borek.

A-29 operations will continue to increase throughout the summer, with class 25A becoming the first group of students to fly the aircraft.



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Air Force photograph by Senior Airman Brittany Kenney

A U.S. Air Force B-1B Lancer assigned to the 34th Expeditionary Bomb Squadron, Ellsworth Air Force, S.D., takes off for a training mission in support of Bomber Task Force 25-1 at Andersen Air Force Base, Guam, March 6, 2025. The United States is committed to upholding the safety, security, and freedom of the Indo-Pacific region that respects every nation and ensures the peaceful resolution of disputes free from coercion.

B-1 Lancer celebrates 40 years of service

by Brian Brackens
Tinker AFB, Okla.

Originally intended as a temporary solution, the B-1B Lancer is now celebrating 40 years of service.

First delivered to the U.S. Air Force as a stopgap measure until the B-2 Spirit bomber was operational, the Lancer remains a vital strategic asset.

“The B-1 was only supposed to be around 10 years,” explained Lt. Col. David Hanisch, Deputy Assistant Program Manager for the Air Force Life Cycle Management Center’s B-1 Program Office. “The reason why the 40-year mark is a big deal is that we’ve proven that it is still a massively critical asset to the United States and our bomber force 40 years later.”

Originally conceived as a nuclear strike platform to counter the Soviet Union, the B-1 quickly evolved beyond its initial role.

From nuclear deterrent to close air support

The B-1’s transformation from a nuclear bomber to a conventional strike platform began in the early 1990s with the Conventional Munitions Upgrade Program. This pivotal change allowed the B-1 to excel in close air support roles during the wars in Afghanistan and Iraq, proving its versatility and adaptability.

“That plane and the people that supported it flexed to the needs and the requirements of the Air Force,” said Joe Stupic, Senior Material Leader and Division Chief

of the B-1 Program Office. “Here we have this nuclear bomber from the 1980s, built at President Reagan urging in part to bankrupt the Soviets, and then two decades later, it’s doing close air support in Afghanistan and Iraq, making sure that our troops come home.”

The B-1’s ability to provide close air support stems from its sophisticated technology, particularly the Advanced Targeting Pod (ATP).

“ATP provided the ability to put coordinates quickly into those weapons, so that those weapons go exactly where the ground controllers asks them to go,” Stupic explained.

The numbers speak for themselves. While the B-1 flew a relatively small percentage of missions during the Afghanistan and Iraq conflicts, it delivered a disproportionately large percentage of the munitions, demonstrating its effectiveness and impact.

Adapting to the future fight

Today, the B-1 continues to adapt with ongoing modernization programs aimed at enhancing its capabilities for future conflicts. One key development is the reintroduction of external carriage, allowing the B-1 to carry more munitions over long distances.

“We’re bringing external carriage back to the B-1 bombers,” Stupic revealed. “We started with a hypersonic test bed a couple of years ago and proved that we could be a hypersonic test bed with these external pylons. And we recently awarded a production contract

for external pylons so we can carry more munitions long range.”

These upgrades are particularly relevant in the Indo-Pacific region, where the B-1 is seen as a critical asset for deterring potential adversaries.

Maintaining an aging fleet

Keeping the B-1 flying after 40 years requires significant effort and ingenuity. The B-1 Program Office, comprised of approximately 150 government employees at Tinker Air Force Base, focuses heavily on structural work to ensure the airframe’s integrity.

“It has flown so far and so long that we have to pay close attention to the actual aircraft structure,” Stupic said. “We have full-scale fatigue testing going on where we are cycling the wing and cycling the fuselage, putting loads on the aircraft like it’s in flight. We can accumulate years of flying in weeks of cycling.”

The program office also collaborates with the National Institute for Aviation Research (NIAR) to develop advanced repair techniques. In addition, the program office worked with NIAR to create a digital copy of the B-1s structure, which is used to study and predict the effects of flight operations on aircraft structures.

A lasting legacy

As the B-1 continues to fly, its legacy as a versatile and adaptable bomber is secure.



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Air Force Battle Lab advances the kill chain with AI, C2 Innovation

by Deb Henley

Nellis AFB, Nev.

The 805th Combat Training Squadron, or Shadow Operations Center-Nellis, completed another major experiment of 2025, advancing key priorities in human-machine teaming, data convergence, and emerging technologies to sharpen U.S. Air Force and command and control capabilities, Nellis Air Force Base, Nev., June 4-13, 2025.

Experiment 3 was designed to accelerate decision advantage through the development of a resilient, data-driven, and automated kill chain across operational and tactical levels of C2. It also evaluated workflows from Air Combat Command's Project NEXUS and integrated multiple tactical C2 nodes, while reducing risk for high-technology readiness level prototype capabilities through exposure to a complex, combat-representative scenario.

"Experiment 3 is a clear example of what happens when we put warfighters in the loop early — at the point where concepts meet code," said Lt. Col. Shawn Finney, 805th CTS/ShOC-N commander. "We're not just testing software, we're challenging assumptions, validating tactics, and shaping the operational architecture the Air Force and our allies will rely on in future conflicts. This was a proving ground for the kill chain of tomorrow."

This event was a key milestone in the ShOC-N's 2025 campaign plan, with outputs already shaping future planning for large-scale exercises like Bamboo Eagle 25-3 and informing capability integration across the Department of the Air Force and with joint partners.

Innovative planning shapes tactical simulations

Inspired by the U.S. Air Force Warfare Center's Bamboo Eagle exercise series, Experiment 3 introduced a novel planning and execution methodology, one never before executed by the ShOC-N. This approach enabled realistic stress testing of emerging technologies in a dynamic, combat-representative environment.

"By replicating this novel methodology, we allowed tactical-level participants to explore how tools and workflows could shape kill chain execution for the future of warfighting," said Lt. Col. Wesley Schultz, 805th CTS/ShOC-N director of operations. "It wasn't just about tech; it was about how that tech integrates into an operational fight and informs future iterations of Bamboo Eagle."

A central component of the experiment was a dedicated "Structured Demonstration" period, where stakeholders from ACC, the USAFWC, and other defense organizations observed hands-on technology showcases and provided



Air Force photograph by Airman 1st Class Jennifer Nesbitt

Tech. Sgt. April Summers, a 2d Systems Operations Squadron database administrator, participates in the Shadow Operations Center-Nellis Experiment 3 at Nellis Air Force Base, Nev., June 13, 2025. The ShOC-N's Experiment 3 focused on improving dynamic targeting kill-chain automation through software integration and associated tactics, techniques, and procedures development.

operator feedback to inform acquisition and integration.

Human-machine teaming accelerates kill-chain decisions

At the heart of Experiment 3 was an artificial intelligence-enabled application developed under the Maven Smart System. This application offered real-time recommendations to dynamic targeting teams, enabling side-by-side comparisons between AI-suggested and operator-derived courses of action without reliance on the AI tool.

"Our goal was to measure how the machine could support, not replace, the human in the decision loop," said Capt. Abby Brown, 805th CTS/ShOC-N Experiment 3 lead planner. "We scaled the scenario to focus less on quantity and more on the accuracy of recommendations."

The intent of this application is to reduce cognitive load and speed up elements of the Find, Fix, Track, Target, Engage, Assess, or F2T2EA, process. Differences between machine-generated recommendations and operator decisions highlighted the complementary strengths of human judgment, such as intuition, experience, and situational awareness, in time-sensitive targeting.

Observer teams documented these interactions to better refine AI/machine algorithms supporting C2.

Project NEXUS demonstrates distributed data convergence

A major milestone of the experiment was stress-testing components of ACC's Project NEXUS, for the DAF's initiative to create a resilient/survivable and fully integrated operational C2, intelligence, surveillance, and reconnaissance, and targeting capability designed to generate effects at speed and scale enabling ability to conduct adaptive operations in a contested environment in support of combatant command mission requirements.

For the first time, the ShOC-N enabled two geographically separated intelligence teams using different toolsets to feed data into a shared pipeline.

"This proved that future operations can rely on distributed nodes while maintaining a common operational picture, one of the core premises of NEXUS," said Brown.

Emerging technologies get real-time warfighter feedback

Structured Demonstration sessions served as a proving ground for commercial and dual-use technologies. Four industry partners demonstrated tools ranging from remote collaborative operations center, ISR strategy and planning automation tools, and dynamic mission replanning and refueling tools.

Over four days, operators and stakeholders assessed these technologies in live

synthetic environments, offering insights to guide further development and potential acquisition.

"These demonstrations exposed operators to new capabilities for future implementation and integration into the warfighting community," said Brown.

Building realism: Advancing the simulated battlespace

This experiment pushed the limits of the ShOC-N's synthetic environment to better reflect the complexities of modern combat.

"Replicating a combat-representative simulated environment becomes more difficult as new warfighting methodologies, TTPs [tactics, techniques, and procedures], and technologies emerge," said Schultz. "This experiment was instrumental in forecasting the realism needed for future experiments, and we expect continued improvements in future experiments and our culminating Capstone event."

By testing advanced workflows and C2 decision points in realistic simulations, the ShOC-N continues to refine the architecture required for next-generation operations.

Strategic impact and the road ahead

This experiment generated the highest number of user observations in the ShOC-N's history. Insights from the event will be compiled into a quick-look summary and a full after-action report for ACC, Headquarters Air Force, and USAFWC leadership.

"The experiment's influence is already shaping future planning," said Finney. "Tools and processes validated during this event are being considered for Bamboo Eagle 25-3 and potentially Project Convergence as we mature joint and coalition C2 constructs."

Finney emphasized the ShOC-N's continued role as a proving ground for operationally relevant, warfighter-focused innovation.

"The ShOC enables a 'drive-before-you-buy' approach, ensuring the tools we field are effective, intuitive, and ready for the fight," he said. "This experiment brought us one step closer to the future of command and control."

As the DAF's lead battle lab for the Advanced Battle Management System, the ShOC-N remains at the intersection of operational C2, software development, and allied integration. The team will continue its 2025 experimentation series with a fourth event throughout late summer, followed by a Capstone in the fall bringing together validated technologies, TTPs, and coalition partners in a comprehensive kill chain exercise.

"Every experiment we conduct drives the DAF BATTLE NETWORK forward," said Finney. "We're not waiting for the future, we're building it now, one iteration at a time."

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Understanding the VA service dog policy

by John Archiquette
Southern Nev., VA

The VA Southern Nevada Healthcare System is committed to maintaining a safe, welcoming, and inclusive environment for all veterans, staff, and visitors. As part of that commitment, we recognize the important role service dogs play in the lives of many veterans.

What is a service dog?

According to the Americans with Disabilities Act, a service dog is individually trained to perform specific tasks for a person with a disability. These tasks can include guiding individuals with visual impairments, alerting to sounds, pulling a wheelchair, or assisting during a medical crisis. Dogs in training are not service animals. The crime deterrent effects of an animal's presence and the provision of emotional support, well-being, comfort, or companionship do not constitute work or tasks for the purposes of this definition.

Key points of the VASNHS service dog policy:

Access: Veterans accompanied by service dogs are welcome in all areas of the facility where patients are normally allowed to go. Service animals must be in good health. Staff should not separate or restrict a ser-

vice dog from its handler or alternate handler. Veterans health care staff are not permitted to care for, supervise, or assume responsibility for a service animal.

Areas service animals are not permitted are:

1. Operating room and surgical suites.
2. Areas where invasive procedures are being performed.
3. Acute inpatient hospital setting when the presence of the service animal is not needed as part of the treatment plan. Service animals are permitted if approved by the inpatient attending medical provider as a necessary part of the patient's treatment plan during hospitalization. An alternate handler is required to maintain responsibility for the service animal at all times for the duration of the patient's admission to the hospital.
4. Decontamination, sterile processing, and sterile storage areas.
5. Areas where personal protective clothing must be worn or barrier protective measures must be taken to avoid exposure to chemical, blood or infectious agents, such as dialysis or chemotherapy areas, infusion rooms, or isolation rooms.

Behavior: Service dogs must be under control at all times, typically on a leash or harness. If a service dog behaves aggressively, is barking uncontrollably, jumping on individuals or furniture, or is not housebroken, it may be removed from the facility.



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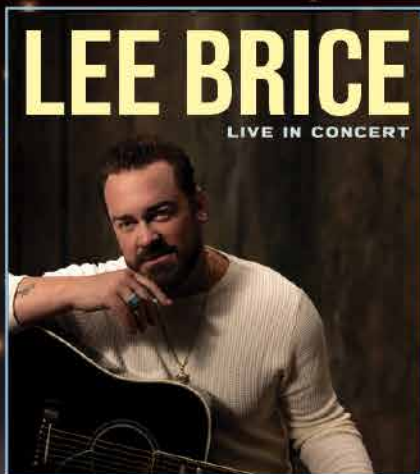
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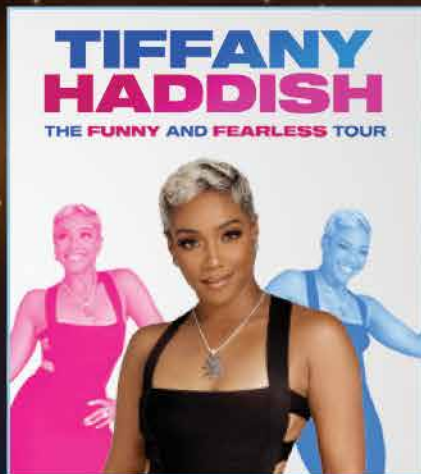
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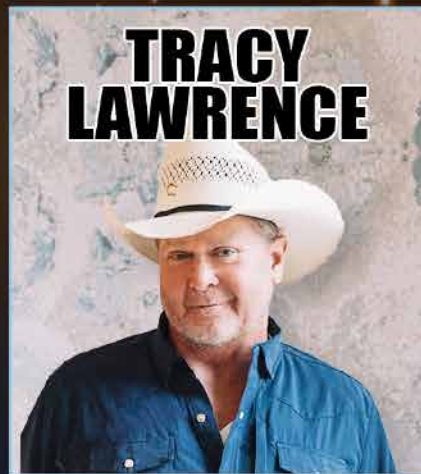
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Colonel Cabrera assumes command of the 355th Wing

by Airman Samantha Melecio

Davis-Monthan AFB, Ariz.

Col. Jose Cabrera took command of the 355th Wing at Davis-Monthan Air Force Base, Ariz., July 10, 2025.

Col. Scott Mills, outgoing 355th Wing commander, commanded the installation at DM for three years and is relinquishing command of the wing as he moves to the Pentagon in Washington, D.C., to serve

as the Chief of Staff of the Air Force's senior executive.

"It's been an absolute honor to serve with all of you, and I'm indebted to the rescue and attack mindset you brought every single day," said Mills.

Cabrera, who previously served as the 563rd Rescue Group commander, took command after returning from the NATO Centre of Excellence Defence Against Terrorism (COE-DAT), Ankara, Türkiye, where he assisted the Centre's director in leading the 62-member staff of a

unique, nine-nation International Military Organization.

"To the Airmen and families of the Desert Lightning Team, I am humbled for the opportunity to join the ranks of such a dedicated, lethal and selfless group of Airmen," said Cabrera.

Cabrera will now lead the 355th Wing, home of the largest rescue mission, with more than 11,000 base personnel, supporting Airmen and operations assigned to the wing and its federal mission partners.



Air Force photograph by Airman Samantha Melecio

Maj. General David Lyons, 15th Air Force commander, presents the guidon to Col. Jose Cabrera, incoming 355th Wing commander, during the 355th Wing Change of Command ceremony at Davis-Monthan Air Force Base, Ariz., July 10, 2025. In this role, Cabrera will oversee the readiness, welfare and integration of more than 11,000 personnel across the installation.



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Military aviators deserve our respect!

by Bob Alvis

special to Aerotech News

Sitting down to write my article this week I was all set with a subject when a headline from way up north had me thinking and then by chance, another story crossed my screen bringing the two together. This made me change my mind about the direction to go with this *Hangar Talk*.

I come from an Air Force family, served as a Cold War veteran in the Air Force, and I will always be an advocate for the U.S. Air Force Thunderbirds.

Over the years I have become part of many teams who put on air shows across the country. Recent headlines have me conflicted as I see the U.S. Navy Blue Angels getting grief from environmental groups demonstrating in the Seattle region. They have put up signs around the area asking people to boycott the group or remove the Blue Angels team from their city's aviation celebration.

Knowing the mission statements of America's aerial demonstration teams and how they inspire and bring attention to our military aviation heritage I must stand with the flyers in blue and gold, as I'm sure they would stand with our team in red, white and blue.

Protesting is part of our American culture and the right of every citizen — we accept that. But there are times when people should look deeper into issues they are protesting and be a bit more understanding of the legacy and traditions of not only our military, but also our nation.

Thus, a story of a Naval Aviator came to light and increased my understanding of why the Blue Angels are not only a top-notch demonstration team, but they represent generations of aviators who deserve our respect.

Oklahoma boy Loyce Edward Deen served as an Aviation Machinist Mate 2nd Class in Torpedo Squadron VT-15 aboard the USS Essex (CV-9) and was a gunner on board a TBM Avenger assigned to the flat top carrier, the USS Essex in World War II. On one

of the missions he was flying, anti-aircraft fire ripped through his turret and killed him instantly. The badly damaged plane managed to fly back to the carrier and land. When it came to a stop the pilot frantically motioned to the deck crew to check on his wounded gunner. What they found was the remains of his gunner, severely mangled by the enemy gunfire that damaged his turret. A white tarp was placed over the remains and the damaged plane sat on the deck while the ship's command and crews contemplated the next steps in the young gunner's removal.

At some point a decision was made to perform an act that would be the only time in Naval History that an aircrewman would be buried at sea — in his airplane — by his shipmates.

Watching footage filmed of the service, you can see the care and respect in the simple act of a crewmember gently getting the deceased's fingerprints, followed by the aircraft being positioned on the fan tail of the carrier deck. The ship's company surrounded the plane as the solemn service was performed. Standing at attention saluting as Taps was played and words spoken, the war-weary TBM Avenger — with a blanket covering its turret — was pushed overboard into the sea where the young aviator would spend eternity with his plane. Two planes from another nearby carrier did a flyover in respect for the lost airman and his plane.

Watching the film of the event the silence is overwhelming after the service; as the carrier moved on, one



U.S. Navy photograph

Aviation Machinist Mate 2nd Class Loyce Edward Deen, right, with his crew mates.



U.S. Navy photograph

The TBM Avenger is shrouded after landing on the USS Essex.



U.S. Navy photograph

The crew of the USS Essex on hand for the funeral service of Aviation Machinist Mate 2nd Class Loyce Edward Deen.

could see the plane's last few moments as it slipped under the water; then the crew on board slowly turned and

walked away as there was still a war to fight.

Whether you agree or disagree with supporting the American military, the one thing I feel that should never be lost is respect for the men and women of all branches of the military, from all generations, who have sacrificed on behalf of all of us. Loyce Edward Deen is just one of thousands who gave their lives so we may enjoy living free in America.

The Blue Angels and The Thunderbirds represent the very best examples of the American spirit, and I can personally say, after interact-

ing with the teams at air shows across America, these men and women are worth every honor that communities can bestow upon them.

We must never forget that the teams are not just a reflection of today, they are part of a continuous book of our nation's history that is still being written every time they take to the air. They inspire us all to be better and never forget.

Heck, maybe some of us should fund some billboards with a positive message about our aviation teams and why they are important to our nation, its history and its future!

Until next time, Bob out ...



Photograph courtesy of Bob Alvis

One of the billboards protesting an upcoming air show featuring the U.S. Navy Blue Angels.

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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 **1pm on the 20th day of August 2025** or thereafter. The auction is being held at **www.StorageTreasures.com** by competitive bid. The property is stored by **Nova Storage located at 825 W Avenue L12., Lancaster, CA 93534.**

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

0487 Deitra Jones
0110 Erradonna Bailey
0544 Marcus Richardson

Date: July 22nd, 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 **1pm on the 13th day of August 2025** or thereafter. The auction is being held at **www.StorageTreasures.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 Glen Akiyama
4049 Veronica Aleman
4092 Fuller Judge
5034 Yesenia Machado
6016 Paulette Thompson

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 **1pm on the 13th day of August 2025** or thereafter. The auction is being held at **www.StorageTreasures.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.

T30 Shayla Allen
T09 Alysia Edwards
P16 Lazit Garrett
G12 Kraig L. Goins
H31 Reginald Harmon
N31 Pam Randolph
A22 Mauricio Rios
W15 Curtis Calloway
E15 Lawanna Cook
G05 Shirley Dotson
K18 Mary Edwards
E19 Edward Gillis
A13 Braxton Johnson
G33 Carlton Mann
E08 Marcos Mendez
W06 Maria Porcayo
L01 Thomas Redditt
Q15 Manuel Roman
B01 Nakiesha Scott
I21 Corey Sells
L02 Byron Taylor

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 **1 pm on the 13th day of August 2025** or thereafter. The auction is being held at **www.StorageTreasures.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.

A036 Andy Benson
F700 Austen Diaz
F723 Phyllis Johnson
D420 Sergio Nunez
B096 Yanet Robles
B082 George Rodriguez
G817 Miguel Sanchez
C369 Annie Sellers
G802 Melvin Tinsley
C359 Dina Turner
F771 Sandra Andrade
E525 Eishel Benford
A005 Diana Betetta
H276 Jacqueline Bodart
A023 Lilia Carino
E584 Ernestina Coronel
G833 Randy Fao
B183 Dora Lopez
E625 Adan Macias
H197 Marisol Mercado
C299 Carlos Merida, Jr
C328 Doreena Ortega
C339 Maria Pacheco
H254 Blanca Ramos
A052 Bernardo Sagrero
E597 Carol Shepherd
E602 Carol Shepherd
C384 Melvin Tinsley

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 13th day of August 2025** or thereafter. The auction is being held at **www.StorageTreasures.com** by competitive bid. The property is stored by **Nova Storage located 13043 Foothill Blvd Sylmar, CA 91342**

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

0284 Walter G Argueta Durini
0226 Shelly Crisolo
0180 Matthew Crowder
0010 Dovi Cruz
3215 Jose Cruz Bustos
0262 Nestor De La Rosa
0724 Fernando Garcia
0305 Isabel Hannah Martinez
0646 Michael Pinuelas
0199 Terry Tweedie
0704 Charles Campbell
0097 Carlos Cruz Barrios
0100 Francisco Estrada Velazquez
0125 Pauline Mardirosian
0011 Dayanara Ornelas Mokay
0098 Rosa Ponce
0343 Jesus Rivera
0190 Terry Tweedie
0673 Sandra Watson

Date: July 22nd, 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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Single-family homes



MONTEROSA
Single-family homes from the mid \$400s



PALO VERDE
Single-family homes from the upper \$400s



TEHACHAPI HILLS
Single-family homes from the low \$500s



THE ESTATES AT SILVERWOOD
Single-family homes in a gated community



WEST VIEW ESTATES
Single-family homes from the low \$500s

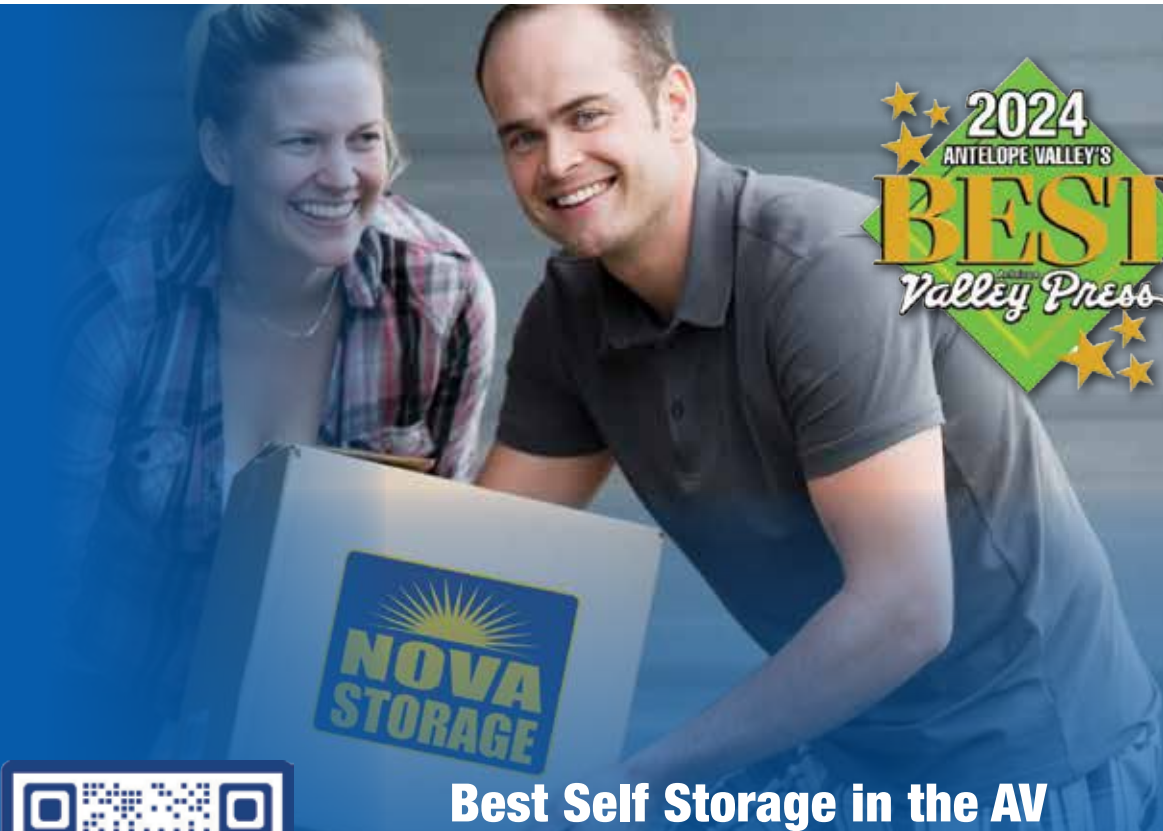
^See khov.com/socal for full details. Offer applies to select homes at select communities. Value of Heroes incentive not to exceed \$1,000. Unless otherwise specified, incentives may be applied towards closing costs, upgrades or options. Seller contribution limits may apply and may affect maximum financing. Maximum closing cost assistance may vary based on the purchase price, product, and occupancy. Seller is not a lender. A portion of incentives and/or closing costs are based on the use of affiliated lender, K. Hovnanian American Mortgage, L.L.C. ("KHAM") for financing or an all cash purchase. If KHAM or all cash is not used, the incentives (other than a home price reduction) will be reduced by the greater of \$10,000 or 3% of the purchase price. Offer may not be available in all communities. Incentive must be included at the time of contract. Offer valid for owner occupants only. Additional conditions or restrictions may apply. To qualify for the incentive, applicant must show proof of eligibility at the time of contract signing. To be eligible the applicant on the contract and mortgage must show proof of military or employment status with an ID card or other official documentation. Void where prohibited by law. Incentive is per applicant. The home price reduction incentive is unrelated to and distinct from the other incentives offered and does not require the use of KHAM for financing to receive the price reduction incentive. The list price for certain homes may already reflect a base sales price reduction and/or may be subject to prior sale. Offer not available on all homes, communities or states. Incentives, special interest rate financing options, builder options, upgrades, and/or closing costs will vary by home, homesite and community. Offer subject to change without notice. K. Hovnanian American Mortgage, L.L.C. 3601 Quantum Boulevard, Boynton Beach, FL 33426. NMLS #3259 (www.nmlsconsumeraccess.org). Licensed by California Department of Financial Protection and Innovation under the California Residential Mortgage Lending Act. Lic. #4130532. ©2025 K. Hovnanian California Operations, Inc. DRE license #01183847. Artist renderings and photographs; illustrative purposes only. All dimensions are approximate. Features and options may vary. Unless stated hardscape, landscape and decorator items not included. Price reflects options that may have been added to home. Prices are subject to change. See a sales consultant for details. Sales consultants: Barbara Wagar DRE#00606392, Allison Keldgord DRE#01224497, Kevin McInerney DRE# 01750612, Tamara Braden DRE#01879848, Anna Banuelos DRE#01503709, Charlene Oliver DRE#01499600, Giovanni Ciarmitaro DRE#01700314, Adriana Zaragoza DRE#01411082, Nancy Osuna DRE#01945909, Wendy Margrave DRE#01128324, Patricia Beauchamp DRE#01816136, Jessica Harris DRE#01950868, Lynda McInerney DRE#01821460, and Lori Thomas DRE#01454848. Equal Housing Opportunity.



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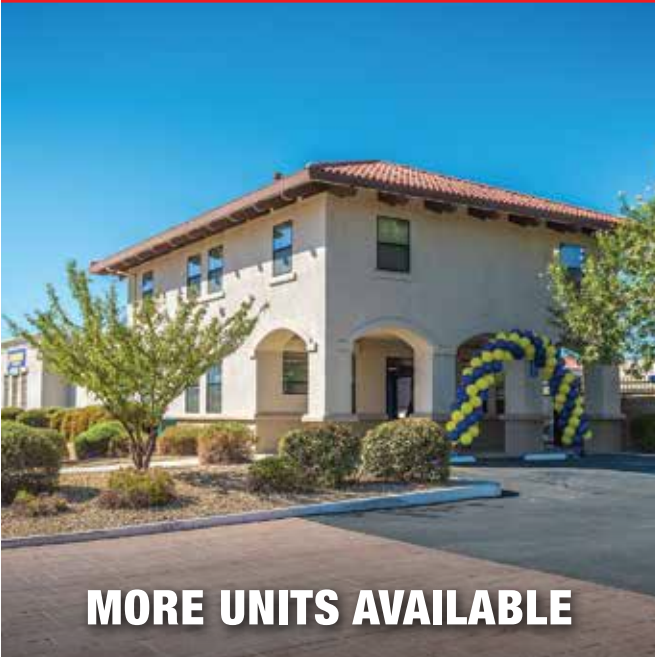
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NOW OPEN 7 DAYS A WEEK

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(661) 942-8825
Mon-Fri 10am - 5pm
Sat-Sun 10am - 4pm
Gate Hours: 6:30am - 6:30pm

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