

X-59 fires up engine for first time on its way to takeoff

by Amber Philman-Blair

NASA Langley

NASA's Quesst mission marked a major milestone with the start of tests on the engine that will power the quiet supersonic X-59 experimental aircraft.

These engine-run tests, which began Oct. 30, 2024, allow the X-59 team to verify the aircraft's systems are working together while powered by its own engine. In previous tests, the X-59 used external sources for power. The engine-run tests set the stage for the next phase of the experimental aircraft's progress toward flight.

The X-59 team is conducting the engine-run tests in phases. In this first phase, the engine rotated at a relatively low speed without ignition to check for leaks and ensure all systems are communicating properly. The team then fueled the aircraft and began testing the engine at low power, with the goal of verifying that it and other aircraft systems operate without anomalies or leaks while on engine power.

"The first phase of the engine

tests was really a warmup to make sure that everything looked good prior to running the engine," said Jay Brandon, NASA's X-59 chief engineer. "Then we moved to the actual first engine start. That took the engine out of the preservation mode that it had been in since installation on the aircraft. It was the first check to see that it was operating properly and

that all the systems it impacted — hydraulics, electrical system, environmental control systems, etc. — seemed to be working."

The X-59 will generate a quieter thump rather than a loud boom while flying faster than the speed of sound. The aircraft is the centerpiece of NASA's Quesst mission, which will gather data on how people perceive these



NASA photographs by Carla Thomas

NASA's X-59 quiet supersonic research aircraft sits in its run stall at Lockheed Martin's Skunk Works facility in Palmdale, Calif., firing up its engine for the first time. These engine-run tests start at low power and allow the X-59 team to verify the aircraft's systems are working together while powered by its own engine. The X-59 is the centerpiece of NASA's Quesst mission, which seeks to solve one of the major barriers to supersonic flight over land by making sonic booms quieter.



NASA's X-59 quiet supersonic research aircraft sits in its run stall at Lockheed Martin's Skunk Works facility in Palmdale, Calif., prior to its first engine run. Engine runs are part of a series of integrated ground tests needed to ensure safe flight and successful achievement of mission goals. The X-59 is the centerpiece of NASA's Quesst mission, which seeks to solve one of the major barriers to supersonic flight over land by making sonic booms quieter.



Lockheed Martin test pilot Dan Canin sits in the cockpit of NASA's X-59 quiet supersonic research aircraft in a run stall at Lockheed Martin's Skunk Works facility in Palmdale, Calif., prior to its first engine run.

thumps, providing regulators with information that could help lift current bans on commercial supersonic flight over land.

The engine, a modified F414-GE-100, packs 22,000 pounds of thrust, which will enable the X-59 to achieve the desired cruising speed of Mach 1.4 (925 miles per hour) at an altitude of approximately 55,000 feet. It sits in a nontraditional spot — atop the aircraft — to aid in making the X-59 quieter.

Engine runs are part of a series of integrated ground tests needed to ensure safe flight and successful achievement of mission goals. Because of the challenges involved with reaching this critical phase of testing, the X-59's first flight is now expected in early 2025. The team will continue progressing through critical ground tests and address any technical issues discovered with this one-of-a-kind, experimental aircraft. The X-59 team will have a more specific first flight date as these tests are successfully completed.

The testing is taking place at Lockheed Martin's Skunk Works

facility in Palmdale, California. During later phases, the team will test the aircraft at high power with rapid throttle changes, followed by simulating the conditions of an actual flight.

"The success of these runs will be the start of the culmination of the last eight years of my career," said Paul Dees, NASA's deputy propulsion lead for the X-59. "This isn't the end of the excitement but a small steppingstone to the beginning. It's like the first note of a symphony, where years of teamwork behind the scenes are now being put to the test to prove our efforts have been effective, and the notes will continue to play a harmonious song to flight."

After the engine runs, the X-59 team will move to aluminum bird testing, where data will be fed to the aircraft under both normal and failure conditions. The team will then proceed with a series of taxi tests, where the aircraft will be put in motion on the ground. These tests will be followed by final preparations for first flight.



Sad goodbye to our pilot friend, Chuck Coleman

by Cathy Hansen
special to Aerotech News

Friends at Mojave Air and Space Port at Rutan Field were shocked and saddened Oct. 20 to learn that their friend and fellow pilot, Chuck Coleman, was killed when his Extra 300 crashed during an aerobatic routine at the Las Cruces Air and Space Expo in New Mexico.

“Speechless” was a word heard often when people tried to express their feelings about Chuck’s crash. “He was such a good and experienced pilot.”

The Las Cruces Bulletin reported, “The city confirmed Coleman’s death on Monday afternoon and encouraged spectators with photos and footage of the accident to share them with the National Transportation Safety Board at its website. The crash is being investigated by New Mexico State Police, the Federal Aviation Administra-



Courtesy photograph
Chuck at First in Flight Awards Banquet.

tion and the National Transportation Safety Board.”

I join everyone at the Mojave air and Space Port in offering Chuck’s family and friends our deepest condolences and prayers for God’s comfort and peace, during this most difficult and tragic time.

Coleman served on the



Chuck Coleman flying chase with SpaceShipOne.

Photograph by Mike Masseur



Chuck Coleman standing in front of his Extra 300.

Courtesy photograph

Board of Directors at the Mojave Air and Space Port at Rutan Field as Treasurer.

He was an engineer, airshow pilot, test pilot, and flight instructor with over 10,000 hours total time of flying, with more than 4,100 hours in the Extra 300 series aircraft alone!

He had performed in hundreds of airshows and given 3,000 plus rides in aerobatic aircraft. Chuck gave instruction in unusual attitudes and International aerobatic maneuvers.

He was the recipient of two Collier Trophies — one for his involvement in the development of the C-17 Globemaster, while working at McDonnell Douglas and the second while working at Scaled Composites on SpaceShip One.

Chuck provided aerial support and help to win the Pea-

body award for the documentary “Black Sky”.

He was chase pilot for SpaceShipOne for First Flight, Dec. 17, 2003, the 100th anniversary of the Wright Brothers flight and during the Ansari X-Prize flights in 2004.

He flew for the movie *Top Gun — Maverick* and gave actors a taste of what fighter pilots endure when pulling G’s. He was a member of the Screen Actor Guild (SAG).

Chuck supported Plane Crazy Saturday and was a speaker at several of the monthly events over the years. A favorite of many attendees was in December 2023 when he shared the experiences of training the actors for the movie *Top Gun — Maverick*, starring Tom Cruise.

Memorial services will be announced.



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Veterans Military Ball 2024

New Edwards commanding officer urges preparation to preserve peace

by **Dennis Anderson**
special to Aerotech News

LANCASTER, Calif. — The new commanding officer at Edwards Air Force Base, Calif., is clear that he is not predicting conflict between the United States and other nations, but taking note from antiquity to Shakespeare, he advises that readiness is all.

Newly promoted Brig. Gen. Douglas P. Wickert, commanding officer of the 412th Test Wing at Edwards took to the podium as keynote speaker at the Veterans Military Ball.

Expressing gratitude for all the veterans in the room, all of whom had served in eras from World War II up to the present moment, Wickert said a debt was owed to all for the service they rendered in defense of American freedoms.

Wickert said, "I want to speak on a serious note." He added words from antiquity, "If you want peace, prepare for war."

Wickert arrived at the "Flight Test Center of the Universe," from a post as permanent professor and head of the Department of Aeronautics at the U.S. Air Force Academy.

He said the mission of the

U.S. military is to head off the emergence of rival powers who want to achieve superpower dominance.

He noted that China has become closely aligned with Russia, particularly since Russia's invasion of Ukraine, and that hostile North Korea is aligned with both.

"I do not think of Chairman Xi as President of China,"



Photograph courtesy of Dee Black
Brig. Gen. Douglas P. Wickert at Veterans Military Ball with Navy veteran Allen Hoffman of Boeing.

Wickert said. "He is Chairman of the Community Party of China." He added that Xi's goal is for China to be the dominant superpower in the world.

"We want peace," he said. "If you want peace, prepare for war."

Wickert was commissioned in 1995 as a distinguished graduate of the Air Force Academy and has flown more than 40 aircraft.

At the Nov. 2, 2024, event, in a packed ballroom of veterans, supporters and area elected officials gave a standing ovation to a pair of World War II "Greatest Generation" veterans and a brother airman who spent most of his career in with the Strategic Air Command.

The annual Veterans Military Ball hosted by the Coffee4Vets nonprofit at the Hellenic Center opened to a sold-out room of guests who gathered to celebrate service in the week before Veterans Day. Dress for the event was formal wear, gowns, and officers and NCO in "Mess Dress" uniform.

This year's honorees were veterans of World War II's Army Air Forces, Lt. Jerry Hodges of the famed Tuskegee

Airmen, Lt. Kenneth Johnson, who served with the 15th Air Force in Italy, and retired Air Force Chief Master Sgt. Charles "Chuck" Simmons.

At age 99, Hodges could not attend in person, but sent a video message recounting his service as air crew with B-25 Mitchell medium bombers. At age 100, Kenneth Johnson received a standing ovation, as did Simmons.

Much of Simmons career was as a crew chief serving on B-52 armed nuclear bombers on continuous alert status during the Cold War that lasted from the late 1940s until the Soviet Union dissolved in 1991.

Simmons, 91, served in a squadron led by Col. Paul Tibbets, command pilot of the Enola Gay that dropped the atomic bomb on Hiroshima to usher in the end of World War II.

"These men are giants," said Juan Blanco, President of Coffee4Vets and one of the evening's masters of ceremony. "We are blessed to have them among us."

Representatives of Squadron 17 of the United Kingdom's Royal Air Force, Allied part-



Courtesy photograph
Retired Command Chief Master Sgt. Charles "Chuck" Simmons of Strategic Air Command honored at Veterans Military Ball.

ners serving at Edwards, turned out among the hundreds gathered to honor the veterans.

Among those gathering to honor and salute Johnson and Simmons were elected officials and their representatives. The city councils of Palmdale and Lancaster turned out, each with a military veteran serving on the council: Eric Ohlsen, a Palmdale councilman served with the Coast Guard, and Lancaster Councilwoman Lauren Hughes-Leslie, a West Point graduate, served as an Army captain.

Marine Corps veterans in dress blue uniforms presided with Brig. Gen. Wickert and Air Force Col. Ahave Brown in the cutting of the ceremonial cake.



Courtesy photograph
World War II veterans Kenneth P. Johnson, seated left, honored by city councils of Palmdale and Lancaster.



Photograph courtesy of Dee Black
Marines and U.S. Air Force Col. Ahave Brown preside at cutting of ceremonial cake at Veterans Military Ball.

NASA funds new studies looking at future of sustainable aircraft

by Robert Margetta
NASA Armstrong

Picture yourself at an airport a few decades from now. What does your airliner look like? It's more efficient, with lower emissions than today's aircraft — what kinds of designs or technology make that possible? NASA is working to answer those questions by commissioning five new design studies looking to push the boundaries of possibility for sustainable aircraft.

Through NASA's Advanced Aircraft Concepts for Environmental Sustainability (AACES) 2050 initiative, the agency asked industry and academia to come up with studies looking at aircraft concepts, key technologies, and designs that could offer the transformative solutions needed to secure commercial aviation's sustainable future by 2050. NASA issued five awards, worth a total of \$11.5 million, to four companies and one university. These new NASA-funded stud-

ies will help the agency identify and select promising aircraft concepts and technologies for further investigations.

"Through initiatives like AACES, NASA is positioned to harness a broad set of perspectives about how to further increase aircraft efficiency, reduce aviation's environmental impact and enhance U.S. technological competitiveness in the 2040s, 2050s, and beyond," said Bob Pearce, NASA associate administrator for the Aeronautics Research Mission Directorate.

"As a leader in U.S. sustainable aviation research and development, these awards are one example of how we bring together the best ideas and most innovative concepts from the private sector, academia, research agencies, and other stakeholders to pioneer the future of aviation."

For decades, NASA has connected government agencies, industry, and academia to develop sustainable aviation technolo-

gies. In 2021, NASA launched its Sustainable Flight National Partnership, focused on technologies that could be incorporated into aircraft by the 2030s. The partnership's research and development led to current NASA work including the experimental X-66 Sustainable Flight Demonstrator aircraft, its

— See **NASA**, on Page 5



Image courtesy of Boeing

Artist's concept of a 50-60 passenger electric plane created by Boeing through its future flight concept efforts. Aurora Flight Sciences, a Boeing Company, received an award through NASA's Advanced Aircraft Concepts for Environmental Sustainability (AACES) 2050 initiative to examine new alternative aviation fuels propulsion systems, aerodynamic technologies, and aircraft configurations, along with other technology areas.



Image courtesy of the Georgia Institute of Technology

Artist's concept of a future airliner based on the NASA Advanced Aircraft Concepts for Environmental Sustainability 2050 submission from awardee Georgia Institute of Technology. The team's project focuses on exploring scenarios and technologies based on an aircraft concept the institute has developed, known as ATH2ENA.



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NASA, from Page 4

Electrified Powertrain Flight Demonstration project, and the development of more efficient engine cores and processes for the rapid manufacturing of lightweight composite materials.

The new AACES awards are initiating a similar process, but on a longer timeline, focusing on technologies to help transform aviation beyond SFNP with aircraft that could enter service by 2050. The kinds of partnerships NASA develops through SFNP and AACES are critical for the agency to support the U.S. goal of net-zero aviation emissions by 2050 and to help put aviation on a path toward energy-resilience.

“The AACES 2050 solicitation drew significant interest from the aviation community and as a result the award process was highly competitive,” said Nateri Madavan, director for NASA’s Advanced Air Vehicles Program. “The proposals selected come from a diverse set of organizations that will provide exciting and wide-ranging explorations of the scenarios, technologies, and aircraft concepts that will advance aviation towards its transformative sustainability goals.”

The AACES 2050 awards went to organizations that will form networks of university and corporate partners to advance their studies. NASA expects the awardees to complete their studies by mid-2026. The new awardee institutions are:

- Aurora Flight Sciences, a Boeing Company, whose team will perform a comprehensive, “open-aperture” exploration of technologies and aircraft concepts for the 2050 timeframe. This will include examining new alternative aviation fuels, propulsion systems, aerodynamic technologies, and aircraft configurations along with

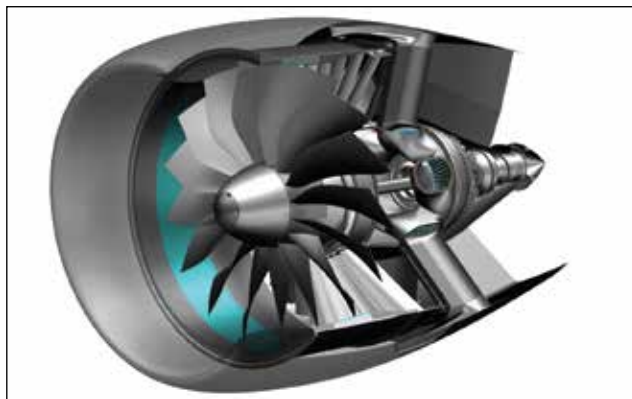


Image courtesy of Pratt & Whitney

Artist’s concept of a Pratt & Whitney advanced propulsion concept for the NASA Advanced Aircraft Concepts for Environmental Sustainability 2050 initiative. The Pratt & Whitney project focuses on commercial aviation propulsion technologies targeting thermal and propulsive efficiency improvements to reduce fuel consumption and greenhouse gas emissions.

other technology areas that arise throughout the study.

- The Electra-led team will explore extending Electra’s novel distributed electric propulsion and its unique aerodynamic design capabilities to develop innovative wing and fuselage integrations that deliver sustainable aviation focused on enabling community-friendly emission reduction, noise reduction, and improved air travel access. The company’s existing small aircraft prototype has been flying for over a year, demonstrating Electra’s technology that aims to transform air travel with reduced environmental impact and improved operational efficiency.

- Georgia Institute of Technology will perform a comprehensive exploration of sustainability technologies, including alternative fuels, propulsion systems, and aircraft configurations. The institute’s team will then explore new aircraft concepts incorporating the selected technologies with their Advanced Technology Hydrogen Electric Novel Aircraft (ATH2ENA) as a starting point.

- JetZero will explore technologies that enable cryogenic, liquid hydrogen to be used as a fuel for commercial aviation to reduce greenhouse gas emissions. These technologies will be evaluated on both tube-and wing and JetZero’s blended wing body – an airplane shape that provides more options for larger hydrogen fuel tanks within the aircraft.

- Pratt & Whitney a division of RTX Corporation, will explore a broad suite of commercial aviation propulsion technologies targeting thermal and propulsive efficiency improvements to reduce fuel consumption and greenhouse gas emissions. The Pratt & Whitney team will then down-select high-priority and alternative propulsion concepts for potential integration studies with various airframe concepts for aircraft in 2050 and beyond.

AACES 2050 is part of NASA’s Advanced Air Transport Technology project, which explores and develops technology to further NASA’s vision for the future development of fixed-wing transport aircraft with revolutionary energy efficiency. The project falls under NASA’s Advanced Air Vehicles Program, which evaluates and develops technologies for new aircraft systems and explores promising air travel concepts.

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Historic C-130E relocates to Flight Test Museum



Team members from Edwards Air Force Base pose in front of the newly relocated C-130E, now on display outside the USAF Flight Test Museum. The complex movement from Edwards South Base included teamwork between Civil Engineering, Security Forces, Airfield Operations, and museum volunteers.



A C-130E aircraft is towed from Edwards South Base to the entrance of the USAF Flight Test Museum for display.



Volunteers with the USAF Flight Test Museum stand inside a C-130E display.



Security Forces vehicles and personnel pose in front of a C-130E aircraft. The historic asset was towed from Edwards South Base to the entrance of the USAF Flight Test Museum.



Airfield Operations and Security Forces escort museum volunteers as they tow a C-130E down the road at Edwards Air Force Base.



Members of the 412th Test Wing Civil Engineering Group observe safe towing of a C-130E. The historic aircraft was relocated from Edwards South Base to the USAF Flight Test Museum entrance.

Air Force photographs by Daniel Kelley



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Pancho's piano: An Air Force legacy story

By Mike Paoli
Edwards AFB, Calif.

"My God, this beast has power," thought Earlene Hayes, then Earlene Flory, as the Republic P-47 Thunderbolt barreled down the strip and lifted confidently into the air.

Her normal procedure was to gain a little altitude, then check and adjust her rearview mirrors to get her bearings relative to the airfield. The first order of business when taking up a new plane was to circle the field a couple times to ensure access to a quick landing should the plane decide not to fly as designed.

Only this time the mirrors showed no airfield. Only a few minutes into flight, the field was already out of view. She realized she was significantly farther out than the AT-6 Texan trainer she flew just yesterday would have taken her.

"Right then, let's not get lost," she thought. She applied left rudder pressure and dipped the left wing to double back on her course. She would test the P-47's capabilities today — including its 2,300-horsepower engine — per the briefed profile, but not before zeroing in on home base.

That was 1944. The Allied invasion of Western Europe was still on paper, and Imperial Japan still ruled the Philippines and other islands throughout the South Pacific.

On the home front, the U.S. industrial machine continued to churn out tanks and aircraft at an astoundingly high rate (a B-24 Liberator long-range bomber came off the production line every 63 minutes).

Like the industrial work itself, testing those tanks and airplanes and getting them into the hands of Soldiers, Marines and Airmen in two theaters of war required manpower that the nation could not afford to pull from front-line combat roles. In stepped American women volunteers, including Earlene.

She wanted to fly, but was rejected.

"She was very short," said her grandson, 412th Test Wing deputy commander Col. James Hayes. "So she hung from a pull-up bar several times each day and had her dad pull on her legs to extend her back. After a couple weeks of that, she went back for a second height evalu-

ation and just eked it out by a centimeter or so."

Twenty-seven weeks later, 25-year-old Earlene — born 105 years ago this month in Ishpeming, Mich. — graduated from class W-5 of the Women Airforce Service Pilots. With the nearly 1,100 other WASPs trained at Avenger Field in Sweetwater, Texas, she would test fly aircraft and then ferry them to coastal airfields. WASP graduates were expected to possess the basic skills to safely pilot most any aircraft.

"They basically were like, 'Yep, there's the airplane,'" said Col. Hayes. "'We need you to fly it from here to there, and you'll figure it out on the way.'"



Courtesy photograph
Lt. Col. James Hayes in France, 1944



Air Force photograph by Mike Paoli
Col. James Hayes, 412th Test Wing deputy commander, plays his grandmother's piano after its dedication in Pancho's Lounge.



Courtesy photograph
Pilot Earlene Flory in the cockpit of a 600-horsepower North American Aviation T-6 Texan.

And so she did. Earlene mastered the flight controls of 13 trainers, fighters and bombers, including the North American B-25 Mitchell. Her favorite, however, was the P-47. As the most produced fighter of the war — more than 15,600 — the fully loaded Jug, as pilots called it, weighed in at eight tons. It was flown by top-five World War II aces Francis "Gabby" Gabreski and Robert Johnson.

The WASPs, however, were to be a short-lived entity. Political pressure fed by the increasing availability of male pilots — and the need for jobs for those pilots — brought an end to the

program in December 1944. Wishing to continue her active support of the war effort, Earlene joined the American Red Cross and traveled to England and Germany. In Germany she met then-Lt. Col. James Hayes, battalion commander of two of three battalions assigned to the 317th Infantry Regiment.

The 317th had joined the European fight during the Allied invasion's third wave, 60 days after D-Day. As part of Patton's Third Army, the regiment suffered extremely severe casualties at the Battle of the Bulge. Lt. Col. Hayes was later assigned to protect a treasure trove of Nazi-

looted art stashed within the remote walls of Neuschwanstein Castle in Bavaria.

"He was the guy who said 'no' to two and three-star generals who wanted to peruse the art," said Col. Hayes of his grandfather, who promoted through the ranks from second lieutenant to lieutenant colonel in just two and a half years. "He didn't make too many friends by denying access, but Patton really appreciated that he kept all that art safe."

The senior Hayes went on to retire as a full colonel and wrote an autobiography that posthumously evolved into co-

authorship of the book, "One Hell of a War: Patton's 317th Infantry Regiment in World War II."

It was shortly after the Neuschwanstein assignment that then-Lt. Col. Hayes met Earlene. Their courtship led to a wedding in which Earlene wore a dress she designed and crafted from the pure silk of her WASP parachute.

Three decades later, in 1977, President Jimmy Carter retroactively commissioned Earlene and her WASP sisters as second lieutenants in the then-defunct Army Air Forces, granting members of the group veteran status with limited military benefits. Official discharge certificates followed in 1979. In 1984, President Ronald Reagan awarded the group American Theater Campaign medals, and in 2010 President Barack Obama presented the WASP veterans with Congressional Gold Medals.

"I look at her as being the first test pilot in the family by far and doing it the old school way," said Col. Hayes. "The courage and gumption that those WASP ladies had was pretty impressive. We go through a significant amount of training now in order to do anything close to that, and they just took up the mantle and ran with it."

Upon his return from the Korean War, Earlene's husband gave her a baby upright Wurlitzer piano.

After Earlene's death in 2008 at the age of 88, the piano passed to her grandson. In consultation with uncles Ed and Keith, and his mother and father Terri and James Jr., Col. Hayes donated his grandmother's piano to Club Muroc, the social center of Edwards Air Force Base.

Col. Hayes' family, along with fiancé Teresa Vaught and her father Milton, recently gathered in Pancho's Lounge to formally dedicate the piano to his grandmother. After installing an engraved plate with Earlene's biography and a photo of her in a T-6, Col. Hayes gave the newly tuned piano a test run.

"I'm extremely proud to have that piano specifically left in Pancho's, named after a famous aviatrix [Florence "Pancho" Barnes], and knowing that my grandmother has that same lineage," said Col. Hayes. "That's a pretty cool thing."



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IN HONOR OF SERVICE:



Veterans Day Ceremony of Remembrance at Lancaster Cemetery



Photographs by Adrienne King

The AV Young Marines, under the direction of Danny F. Chinchilla, stand at attention during the Veterans Day ceremony at Lancaster Cemetery.

by **Adrienne King**

special to Aerotech News

Community members gathered at Lancaster Cemetery in Lancaster, Calif., on Veterans Day - Nov. 11 — to honor the bravery, dedication, and sacrifices of veterans who have protected the nation's values and way of life.

The ceremony began with a presentation of colors by the AV Young Marines. U.S. Marine Corps veteran John Graves led the Pledge of Allegiance, and Angela Hearn sang the national anthem. Korean War veteran Bishop Henry Hearn delivered the invocation.

The AV Blue Star Moms, Chapter 14, placed memorial wreaths for each branch of service. Veterans Larry Conedy, U.S. Army, and Wendell Cuffy, U.S. Navy, shared memories of their childhoods and military service.

U.S. Army Veteran, Larry Conedy, who grew up in the Antelope Valley in the late 1960s, described how he first stepped into a recruiting office. During summer visits to his grandparents' farm in Littlerock, he moved to Lancaster in 1969 and attended Quartz Hill High School. His family lived across from one of only two Los Angeles County sheriff's detectives in the area, who often checked in on Conedy and his friends.

One day, after trying to avoid the detectives, Conedy ducked into a recruiting office, where he decided to take the military entrance exam. At just 15 years



Phil Roberts, U.S. Navy Veteran, U.S. Army Veteran, Larry Conedy, Korean War veteran Bishop Henry Hearn, and U.S. Navy veteran Wendell Cuffy salute during the Pledge of Allegiance and the National Anthem at Lancaster Cemetery for the Veterans Day ceremony.

LEFT: Red, white and blue flowers and a U.S. flag direct visitors to the Lancaster Cemetery Veterans Day ceremony.



U.S. Army Veteran, Larry Conedy, shared memories of his childhood and military service during the Lancaster Cemetery Veterans Day ceremony.



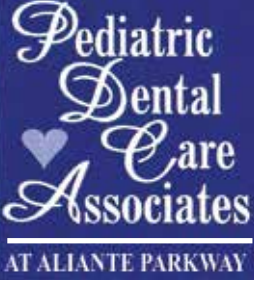
U.S. flags are placed at the graves of all veterans for the Lancaster Cemetery Veterans Day ceremony.




The Antelope Valley Blue Star Mothers, Chapter 14, place memorial wreaths for each branch of the service at the Lancaster Cemetery Veterans Day ceremony.



U.S. Navy veteran Wendell Cuffy shared memories of his childhood and military service during the Lancaster Cemetery Veterans Day ceremony.



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USS *Tucson* Sailors visit DM and namesake city

by Senior Airman William Finn V
Davis-Monthan AFB, Ariz.

The 355th Training Squadron at Davis-Monthan Air Force Base, Ariz., hosted six U.S. Navy Sailors assigned to the USS *Tucson*, and gave them access to the Full Mission Trainer flight simulators used for A-10C Thunderbolt II pilot training on Nov. 5, 2024.

The Sailors visited their vessel's namesake city from its home port of Naval Station Pearl Harbor, Hawaii.

"Since its commissioning, the families and crew of the USS *Tucson* have been supported by the all-volunteer USS *Tucson* 770 Club and the 'namesake' relationship has been recognized as one of the best in the Navy," said Ben Buehler Garcia, 770 Club vice president. "With such a huge geographical separation from their namesake city, it is very valuable for these crew members to learn and appreciate what a significant impact Davis-Monthan has in their adopted hometown."

During their visit to DM, the Sailors met with U.S. Airmen assigned to the 355th TRS and spoke with them about their respective missions before the FMT. The FMT is a replica of an A-10 cockpit with a 360-degree field-of-view projected visual display system that provides a concurrent, combat realistic environment for pilot training in the 355th TRS.

The USS *Tucson* crew's visit provided an opportunity for Sailors and Airmen to network and build connections between service members.

"Two separate branches share much in common; a high tempo of deployment, extended periods of separation and an honorable tradition of protecting our nation no matter where and when they are called," said Buehler Garcia. "These visits create a unique opportunity for two forces who don't normally directly interact to learn more about each other's missions and reinforce that they are one team, one fight."



Air Force photograph by Senior Airman William Finn V

U.S. Navy Sailors assigned to the USS *Tucson* pose for a photo with an Airman assigned to the 357th Fighter Squadron on the flightline at Davis-Monthan Air Force Base, Ariz., Nov. 5, 2024. The Airman escorted the Sailors out onto the flightline to view an A-10C Thunderbolt II Aircraft.

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SERVICE, from Page 10

and six months old, he needed his mother's signature to enlist early. Concerned about his education, she signed after the recruiter assured her that he could earn a GED in the service.

Determined to serve in Vietnam, Conedy later realized, "I fought tooth and nail to go to 'Nam'... I didn't know what I was asking for." Instead, he was stationed in Germany from 1975 to 1986, working as a truck driver for various companies. During his time there, he married and had two children.

Upon returning to the United States, Conedy struggled with addiction but eventually got his life back on track. Reflecting on his experiences, he said, "I realized that God used me and gave me a chance to get my life together so that I could go help another. God blesses us so that we may bless others."

U.S. Navy veteran Wendell Cuffy, who grew up in a tough New Jersey neighborhood, shared his eagerness to leave. At 17, he enlisted as a hospital corpsman in the Navy. After completing boot camp in San Diego, he was assigned to the Marine Corps as a hospital corpsman and spent 10 years with Marine units.

"Those I look fondly on as some of the best years of my life. I was always treated with high regard, lots of respect from the Marine officers, the senior NCOs, and, of course, my Marines," Cuffy said.

Reflecting on the Marine Corps' impact, he spoke about devotion to duty.

"In my mind, what duty really means is doing things you know should be done, that need to be done, even if you don't want to do them," he said. "Even if it's uncomfortable, even if you're afraid."

Cuffy is also the newest board member of the Antelope Valley Cemetery District.



Photographs by Adrienne King

The Antelope Valley Blue Star Mothers, Chapter 14, place memorial wreaths for each branch of the service at the Lancaster Cemetery Veterans Day ceremony.



The AV Young Marines, under the direction of Danny F. Chinchilla, present the colors at the Lancaster Cemetery for the Veterans Day ceremony.

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DESERT HAMMER 25-1



Air Force photograph by Senior Airman William Finn V

U.S. Marines hook up a refueling hose to an F-35 Lightning II aircraft assigned to the 62nd Fighter Squadron at Davis-Monthan Air Force Base, Ariz., Nov. 14, 2024. The 62nd FS operates out of Luke Air Force Base, Ariz., and participated in Exercise Desert Hammer 25-1.



Air Force photograph by Senior Airman Devlin Bishop

A U.S. Marine sits in the door of a Marine Corps KC-130J Super Hercules aircraft during the Desert Hammer 25-1 exercise at Davis-Monthan Air Force Base, Ariz., Nov. 14, 2024. During this section of the exercise, Marine Corps forward area refueling point personnel worked with Air Force pilots to refuel F-35 aircraft in a simulated austere environment.



Air Force photograph by Senior Airman Devlin Bishop

Tech. Sgt. Daryl Thuline, 944th Security Forces Squadron assistant noncommissioned officer in charge, jumps in tandem with a pararescueman during the Desert Hammer 25-1 exercise over Arizona, Nov. 14, 2024. Desert Hammer was a large-force joint exercise which included a number of scenarios such as specialized refueling operations and casualty evacuation.



Air Force photograph by Senior Airman William Finn V

A U.S. Marine refuels an F-35 Lightning II aircraft at Davis-Monthan Air Force Base, Ariz., Nov. 14, 2024. The F-35, assigned to the 62nd Fighter Squadron at Luke Air Force Base, Ariz., participated in Exercise Desert Hammer 25-1.



Air Force photograph by Senior Airman Devlin Bishop

U.S. Marine Corps pilots refuel their MV-22 Osprey from an Air Force HC-130 Combat King II aircraft during the Desert Hammer 25-1 exercise over Arizona, Nov. 15, 2024. Desert Hammer was a large-force joint exercise which included a number of scenarios such as specialized refueling operations and casualty evacuation.



Air Force photograph by Senior Airman Devlin Bishop

Staff Sgt. Brannon Herman, 79th Rescue Squadron tactics loadmaster, secures forward area refueling point equipment into a HC-130 Combat King II aircraft during the Desert Hammer 25-1 exercise at Davis-Monthan Air Force Base, Ariz., Nov. 14, 2024. Desert Hammer was a large-force joint exercise which included personnel from the U.S. Air Force, U.S. Marine Corps, and four allied nation's militaries.



Air Force photograph by Senior Airman Devlin Bishop

Two U.S. Marine Corps MV-22 Ospreys fly alongside a U.S. Air Force HC-130 Combat King II aircraft after aerial refueling during the Desert Hammer 25-1 exercise over Arizona, Nov. 15, 2024. Desert Hammer was a joint, large-force exercise involving the U.S. Air Force, U.S. Marine Corps and military personnel from four allied nations.

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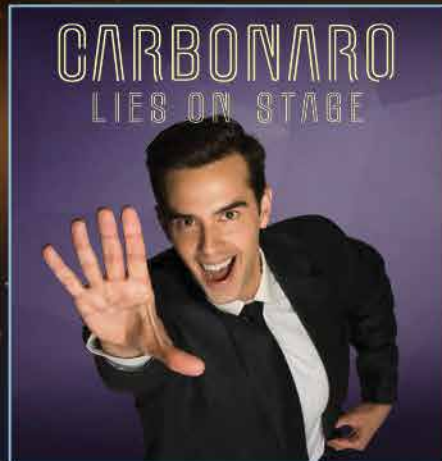
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AMMOS celebrates its 1,000th graduate from class 24B



Graduates of U.S. Air Force Advanced Maintenance and Munitions Operations School (AMMOS) class 24-B pose for a group photo during patch night at Nellis Air Force Base, Nev., Oct. 28, 2024.



Air Force photographs by Airman 1st Class Timothy Perish

A U.S. Air Force Advanced Maintenance and Munitions Operations School graduate patch is displayed on Capt. Alexa Poveromo's uniform, 92nd Aircraft Maintenance Squadron officer in charge, during patch night at Nellis Air Force Base, Nev., Oct. 28, 2024. This ceremony marked the 1,000th graduate of AMMOS, a school that has been producing highly skilled tactical maintenance, munitions and logistical leaders for over 20 years.



RIGHT: From left are Col. Christopher Clark, Advanced Maintenance and Munitions Operations School (AMMOS) commandant, Capt. Darryl Thompson, 9th Special Operations Squadron director of operations, and Capt. Emily Taylor, Air Force Materiel Command logistics career broadening officer, hold a plaque during patch night at Nellis Air Force Base, Nev., Oct. 28, 2024.

Veteran artists showcase work at 3rd annual arts competition

By John Archiquette
VA Southern Nevada Healthcare

More than 30 Veterans brought their art, music, and writing to the North Las Vegas VA Medical Center recently for the Southern Nevada Veterans Creative Arts Competition.

The event, which celebrated the works of local artists and musicians, was open to Veterans treated in the VA health care system, and entrants competed in more than 130 categories including art, creative writing, dance, drama, and music.

For the first time, visual art from the competition will be displayed in a gallery exhibit from Nov. 21 to Feb. 22 at the Charleston Heights Arts Center on 800 S. Brush St. in Las Vegas. Find out more information about this exhibit at <https://artlasvegas.org/>

Congratulations to these category winners, who will compete against Veterans across the country for a

chance to attend the National Veterans Creative Arts Festival.

Art Division

- Acrylic Painting — Daniel Kekipi
- Oil Painting — Crystal Plesea
- Monochromatic Drawing — Daniel Kekipi
- Sculpture — Tim Smith
- Stained or Painted Figures — Tim Smith
- Black and White Photography — Leslie Lingo
- Color Photography — Dennis Seely
- Digital Art — Juan "Rome" Otero
- Woodworking — Tim Smith
- Mixed Media — Meghan Tran
- Needlework (Original) — Tami Biniaz
- Needlework (Pattern) — Tami Biniaz

Writing Division

- Rhyming Poetry (Mil. Exp.)



VA photograph

Creative Arts Competitors at the North Las Vegas VA Medical Center Auditorium.

- Tracy Strong
- Non-Rhyming Poetry (Mil. Exp.) — Jack Ford
- Short Story — Riley Silver
- Poetry (Gen. Topic) — Larry Holloway

- Poetry (Inspirational) — Larry Holloway

Music Division

- Vocal Solo (Pop) — Wilson Bernales
- Vocal Solo (Rock) — Wilson Bernales

- Vocal Solo (Country) — Wilson Bernales
- Original Vocal (Mil. Exp.) — Chuck M. Baker
- Original Vocal (General Topic) — Larry Holloway

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Nellis AFB, tribal leaders visit historic site at NTTR



Air Force photographs by Airman 1st Class Brianna Vetro

Leaders assigned to Nellis Air Force Base and representatives from various Native American tribes pose for a photo at the Nevada Test and Training Range, Nev., Oct. 23, 2024. Nellis AFB hosted their 29th Native American Program consultation, providing a framework for enhancing understanding and fostering collaboration between base leadership and culturally affiliated tribes.



Jeff Romero, a representative from the Bishop Paiute Tribe, hikes inside a canyon at a historic Native American site on the Nevada Test and Training Range, Nev., Oct. 23, 2024. The NTTR was originally home to Native American tribes and remains a culturally significant site for all tribes in the area.



A canyon at a Native American historical site on the Nevada Test and Training Range, Nevada, Oct. 23, 2024.

Petroglyphs on a canyon at a Native American historical site on the Nevada Test and Training Range, Nev., Oct. 23, 2024.



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The holidays and the airmen, a personal reflection

by Bob Alvis
special to Aerotech News

In all my years of writing about the many aspects of the military and service, the one subject that always has me going down an emotional path is service during the holidays.

Many times, I have shared stories of service in war zones around the world during our nation's history that took place during the holiday season. From foxholes to guard shacks to barracks, everybody who served has a memory of one Christmas that impacted their lives. For many, it was fear and loneliness while others remember companionship with others who also found themselves far from home.

The majority of us never experienced that famous Christmas truce on the battlefield in World War I, and our stories and remembrances will not inspire the skilled story tellers who can put you back in the moment when your service to country crosses your responsibility of your oath and the yearning to be at home with family and loved ones leaves you struggling with that void in your heart

I experienced four Christmases in my Air Force years back in the 1970s, and none will be more memorable than my very first as an E-2 during the beginning chapter of my technical school at Sheppard Air Force Base in Texas. Getting used to the Air Force life, I also had a young wife I married before leaving for basic training as the possibility of living off base

looked pretty inviting— not realizing in the 1970s that pay, or rather lack of it, would put a heavy burden on an E-2 living off base.

As the holidays approached just about everybody was booking flights home for the holidays and we few in the married Airmen's unit squadron could hardly afford to book flights home, so we were destined to spend the holidays at the base.

Not taking leave as we had very few days accumulated, Uncle Sam was not about to let us sit around for Christmas and New Year's and so we got a memo to report to our squadron for duty assignments over the holidays. It was a strange experience when I arrived as I did not know many others there; we all waited for assignments to be handed out and wondering what those holiday assignments would look like. When my name was called, I received an assignment with another Airman to report to the Security Police Squadron to find out what we would be doing. How bad could it be, right?

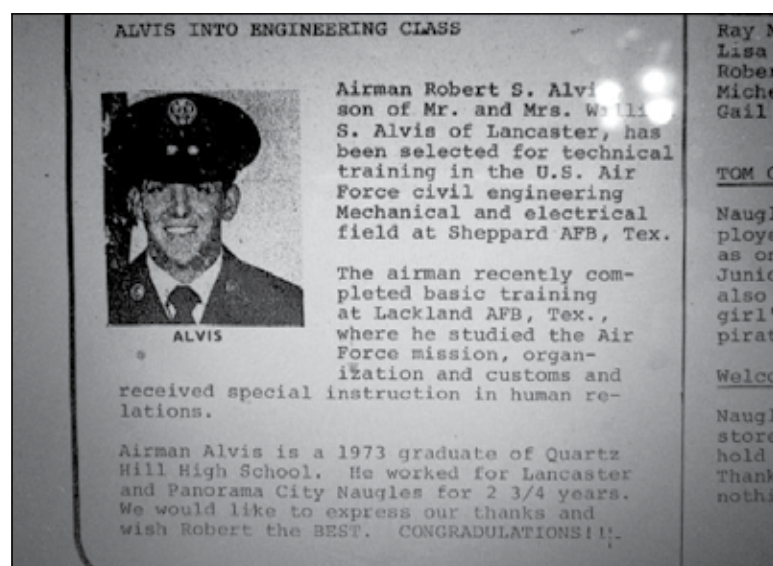
Upon arriving at that front desk at the Security Police Squadron we found out that we would be working the main gate into the base where we would sit at a counter and log guests and visitors on and off the base. What didn't sound so bad at first, had us dropping our jaws when we realized what were about to do, the two of us alternating, 24 hours on then 24 off.

Looking at the schedule, my companion saw that one of us

would work Christmas Day the other New Year's Day. For whatever reason, I just wanted to get it over with and take Christmas Day.

The assignment was an exercise in pure boredom. Sitting at a counter with few breaks, and chow from the chow hall, the hands on the clock moved like they had been welded together. Then came Christmas Eve and reporting in, the thought of sitting in that shack started to make the emotions connected with family and Christmas memories well up inside of me.

From about 10 until about nine the next morning I was



My hometown release.



Courtesy photographs

The main gate at Sheppard Air Force Base, Texas, and how it looked during my tour of duty in the 1970s.



The main gate at Sheppard Air Force Base, Texas, on my return just over a year ago.

probably as depressed as I ever had been, and if not for the rotating security police that managed the gate the loneliness would have been overwhelming — we had no radios or were allowed any reading material. And the night was truly a "Silent Night" as just about everybody on the base was gone for the holidays and nothing official going on as it was a training base, I never checked in one person in about 12 hours.

After my shift was over it was a blessing to have it over and head to my little apartment where my wife was waiting just to see me walk in the door and fall asleep. Waking up later it was a meal of boxed mac and cheese and hot dogs and open-

ing the few packages that were sent to us from home. This went on for just over a week and a half, and I was never so happy as when we went back to the normal routine of technical school after the holidays.

Times have changed from those post-Vietnam times of service and what the airmen and soldiers of today receive is well deserved during the holidays and I realize that my story is nothing compared to those that have spent the holidays on battlefields around the world in conflicts that have been with us since our country was born.

But one thing will always be a constant when Christmas Eve and day the men and women in uniform in all branches of the military serve in whatever ca-

capacity they are trained in: from the lone soldier standing a post or manning a desk, or the ones surrounded by danger, they will always be the Christmas present that makes all of our Christmas and holiday celebrations possible in a free county.

When people say to me "Thank you for your service," I reply—"Well, I never did anything heroic, but I appreciate the thanks," and follow it up with the words "You were worth it."

I want to thank all the veterans and those serving and wish you all the merriest of Christmas and the holidays. I hope you all stay safe and find joy and happiness with loved ones and friends ..

Until next time Bob out ...

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PUBLISH DATE
DECEMBER
16



Advertising deadline
December 6, 2024

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

Notice is hereby given by the undersigned that a public lien sale of the following described personal property will be held at the hours of **12 noon on the 11th day of December 2024** 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.

1035 Meza Hernandez, Maribel
1134 Strode, Anthony
1239 Garcia, Ignacio
4049 Aleman, Veronica
6172 Medina, Fabiola
6117 Gutierrez, Maria L
3019 Hernandez, Hector
1116 Solorio, Erica
4311 Peraza, Valerie
5022 Akiyama, Glen
2003 Martinez, Ryan Rubicon
And Moving Storage
2002 Martinez, Ryan Rubicon
And Moving Storage
5074 Robles, Annie

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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.

K03 Bose-Travis, Malyk Jahee
T27 Martinez Miguel, Marva
P20 Washington, Debra
V08 Ourega Mahi, Veronique
U09 James, Christine
H09 Trotman, R Shawn Ragus Group LLC
T14 Jordan, Ricquel
F07 Castro, Francisco
W06 Porcayo, Maria
M28 Salazar, Shiann

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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.

D423 Rosales, Juan
B133 Burluson, Domiunique
A036 Andy, Benson
H197 Mercado, Marisol
E619 Vazquez, Josue
A029 Villavicencio, Ramses
D480 Davis, Tramell
F783 Velasquez Tejada, Sergio
A045 Garcia, Yeison
A062 Garcia, Yeison
B097 Langston, Luther
F685 Gomez, Johana

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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.

0474B Gray, Amanda
0470A Velasquez, Pablo
0030 Velez, Marcela
2327 Cintron, Amado
P4004 Machuca, Rosa
2421 Jones, Ajani
2423 Payne, Marcel
0462 Flores, Mark
2430 Ojeda, Jose R
2330 Guzman, Rosa Angelica
0575 Garcia, Esteban
2257 Prado, Chris
0194 Aguilera, Hector
0550 Mendoza, Gizelle
1203 Tanuvasa, Andrea

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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.

0284 Feshi, Muhamad
0406 Luna Antonio, Jonathan
0643 Lopez, Leonor
0703 Perez, Mariela
0145 Dorado, Cristina Rae
3111 Ennis, Regina
0139 Johnson, Lyell

Date: November 21st, 2024 Signed NOVA STORAGE This notice is given in accordance with the provisions of section 21700 et seq. of Business & Professional Code of the Sate of California. The owner reserves the right to bid at the sale. All purchased goods are sold "As Is" and must be paid for and removed at the time of sale. Sales subject to prior cancellation in the event of settlement between owner & obligated party. Auctioneer: Nova Storage

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

D30 Smith, Yohnnie
F67 Arzate, Marleni
E39 Castellon, Ana

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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.

0639 DeRoman, Paulino
184A De La Fuente, Roland
0225 Vasquez, Crystalynn
0265 Martinez, Joe
0241 Gutierrez, Ramon
0312 Castro, Patricia
1098 Marquez, Donato

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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.

0369 Gonzalez Moreno, Martina
0478 Miller, Cary
0265 Crumb, Amy
0559 Crumb, Amy
0555A Azzolino, Joseph
0611 Crumb, Amy
0557 Crumb, Amy

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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.

D213 Stinson, Nicole
E406 Carson, Vincent
E418 Rudnick, Frederick
D177 Powell, Terrence BPG Entertainment LLC
F541 Lawrence, Mechelle

Date: November 21st, 2024 Signed NOVA STORAGE

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Publications are published the first Friday of the month. Ad space reservation is on Monday of the week prior to publication. For example, if the paper publishes on May 3, the ad reservation deadline would be April 22.

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Publications are published the first Friday of the month. The ad deadline is on Thursday of the week prior to publication. For example, if the paper publishes on May 3, the ad material deadline would be April 25.

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