

# Air Force World

## First Weapons School F-35s

The US Air Force Weapons School at Nellis AFB, Nev., received its first F-35A, announced base officials. The aircraft was delivered from Lockheed Martin's production facility in Fort Worth, Texas, to Nellis on Jan. 15.

Over the next year, the school's instructors and staff will develop curriculum for the first F-35A Weapons Instructor

Course (WIC), and the aircraft will initially operate under the umbrella of the 16th Weapons Squadron, the F-16 WIC unit, said Lt. Col. David Epperson, the squadron's commander.

The school is scheduled to receive 24 F-35As, tentatively beginning USAFWS F-35 courses in January 2018.

Nellis has hosted a separate force of F-35As for developmental and operational testing since March 2013.

★ screenshot





### European Base Consolidation

The Defense Department plans to return use of 15 sites, located in the United Kingdom, Germany, Belgium, the Netherlands, Italy, and Portugal, back to their host nations.

The base closures will be implemented under the European Infrastructure Consolidation plan, announced by US European Command on Jan. 8.

The biggest change for the Air Force will be the closure of RAF Mildenhall in England where the US' only European permanently stationed aerial tankers are based. The 15 KC-135s will move to Germany, and Mildenhall's other assets will be dispersed to other European locations.

The Defense Department also announced plans to continue with the streamlining process at Lajes Field in Azores, Portugal.

02.08.2015

*MSgt. Rebecca Jackonic, a flight engineer with the 758th Airlift Squadron, runs a preflight check on a C-130 at Pittsburgh Arpt./ARS, Pa., prior to an airdrop mission.*

USAF photo by SSgt. Justyne Obeldobel

**DOD, USAF Budget Proposal Goes to Congress**

The Defense Department on Feb. 2 proposed a \$585.3 billion Fiscal 2016 budget to Congress, including \$50.9 billion for overseas contingency operations.

The Air Force's proposed budget is \$167.3 billion, including \$122.2 billion in Blue, service-specific program spending. The rest is divided between \$34.5 billion in joint initiatives, and the service's \$10.7 billion share of OCO funding.

USAF's request would begin the process of recovering from three years of cuts, said Maj. Gen. James F. Martin Jr., deputy assistant secretary for budget, briefing the rollout. "We have the fewest number of airmen and aircraft since our creation in 1947, and the average age of our aircraft is almost 27 years," said Martin. "We simply can't afford to get smaller."

The Blue topline includes \$47.8 billion for operation and maintenance (up from the \$43.5 billion in the enacted Fiscal 2015 defense legislation); \$29.0 billion for military personnel (a tad more than the \$28.8 billion in Fiscal 2015); \$25.3 billion for procurement (a hefty bump compared to Fiscal 2015's \$19.0 billion); \$18.0 billion for research, development, test, and evaluation (compared to \$16.1 billion in Fiscal 2015); and \$2.1 billion for military construction (up from \$1.4 billion in this fiscal year).

Requested procurement hikes support new fighter and tanker production, as well as munitions purchases, particularly small weapons for remotely piloted aircraft.

The KC-46A tanker would be funded at \$2.4 billion to buy

12 tankers. The F-35A is budgeted for \$6.0 billion to procure 44 jets. Twenty-seven C-130Js of all variants, including cargo and special operations types, are funded for \$2.4 billion. The request would also buy 29 MQ-9 Reapers in Fiscal 2016, up from 24 in the enacted Fiscal 2015 budget.

In addition to the \$15.6 billion for aircraft, a further \$2.1 billion would go to missiles, \$1.8 billion to ammunition, \$2.6 billion to space, and \$3.2 billion for other items.

The request reaffirms USAF's commitment to sustaining and modernizing the nuclear enterprise, investing in ICBM fuze replacement and Ground Based Strategic Deterrent. It also fields converted Army UH-60A Black Hawks as a replacement for Vietnam-era UH-1N helicopter fleet.

If the Budget Control Act-mandated sequester is not repealed, the Air Force would need to clip an entire F-35A squadron—14 aircraft, divest the Global Hawk Block 40 fleet, drop Block 30 modifications, and cut 10 RPA combat air patrols—equivalent to the force level operating over Iraq and Syria, leaders cautioned.

The KC-10 fleet would be retired early, eliminating 13 percent of the Air Force's refueling capability, and USAF would defer replacing the 27-year-old Air Force One fleet until after the next two presidential terms.

Even without the sequester, the Air Force aims to divest the A-10 fighter and EC-130H electronic warfare platform to live within proposed budgets and must have a base closing and realignment round in Fiscal 2017 to get rid of at least 20 percent of its facilities.

"The Air Force originally chose to streamline US operations on Lajes as the current presence exceeds requirements to support transiting aircraft," stated the release. "The Air Force will adjust the size of the unit to reflect the level of support required while keeping forces at the installation."

**Lakenheath To Get F-35As**

The Air Force will base the first European F-35As at RAF Lakenheath, UK, officials announced in January. The eventual 48 aircraft will arrive in phases beginning in 2020 and will be assigned to two fighter squadrons of 24 aircraft each, stated a Jan. 8 press release.

Then-Defense Secretary Chuck Hagel and Air Force officials based the decision on Lakenheath's air space, in-

frastructure, and combined training opportunities. The F-35 "assures allies and partners alike and provides a credible deterrent," said Gen. Frank Gorenc, commander of US Air Forces in Europe-Air Forces Africa.

The decision was not part of the two-year European Infrastructure Consolidation (EIC) study, but was announced in conjunction with its results. The EIC decision to close RAF Mildenhall and realign its missions allows for the two F-35A squadrons. Officials previously announced plans to build shared F-35 maintenance facilities in Italy and Turkey.

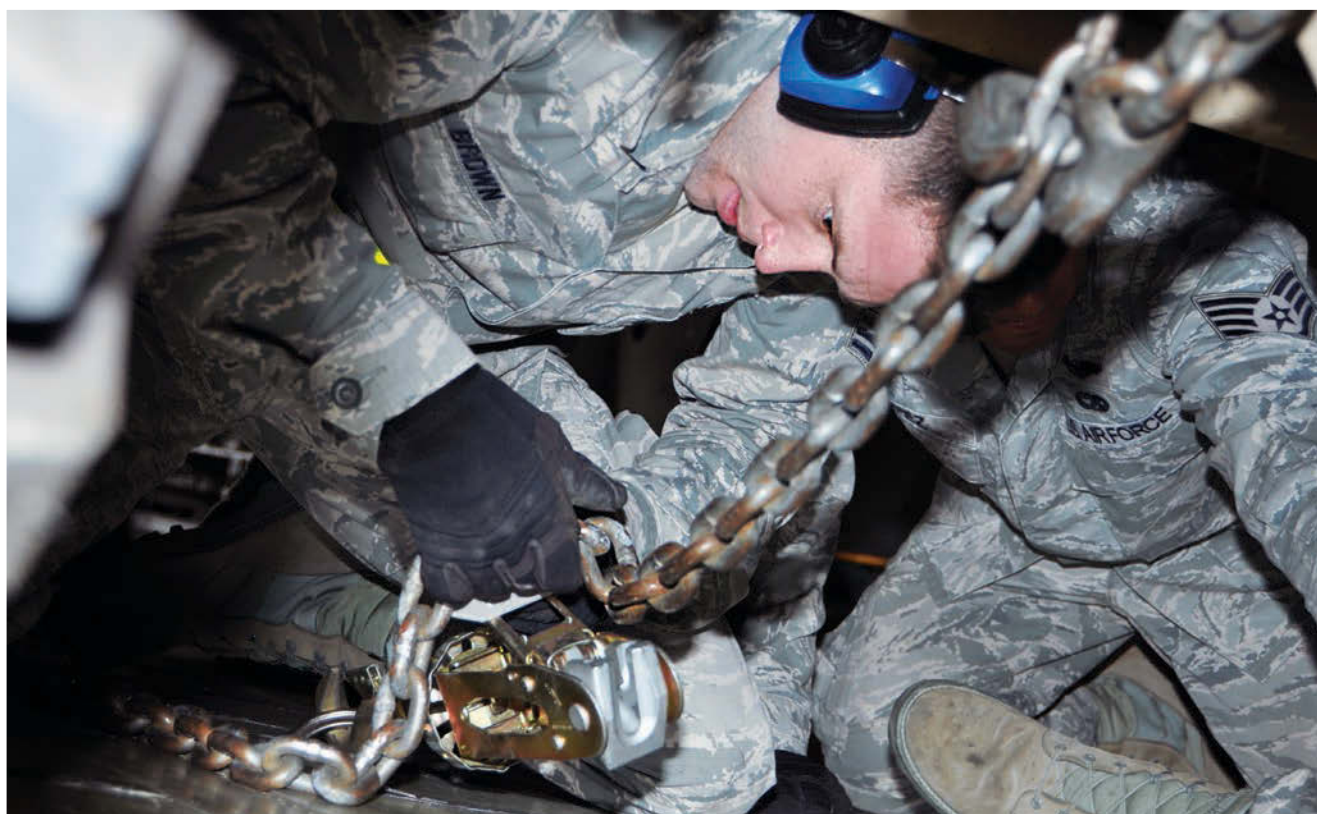
**By the Numbers**

**1,500 to 2,100**

The number of Air Force Reservists exposed to harmful levels of Agent Orange by contaminated C-123 spray aircraft after the end of the Vietnam War, according to a recent Institute of Medicine report.







### Auxiliary Airfield Reopens at Randolph

Flying resumed at the Seguin Auxiliary Airfield at JBSA-Randolph, Texas, for the first time in three years, following a \$12.4 million construction project.

"The previous runway was so rippled that when standing at one end, you couldn't see someone standing at the other end," said Maj. Matthew Reynolds, with the 12th Operations Support Squadron. "The new runway is crowned so that water drains. The old runway was flat and water puddled creating safety issues."

"Being able to fly again at Seguin Auxiliary Airfield gives us a 30 percent increase in training opportunities due to a shared familiarity with T-38C Talon operations," said Lt. Col. Joel DeBoer, commander of the 560th Flying Training Squadron. "It also allows us to distribute training throughout the area, reducing the volume of operations over our primary patterns."

### Airmen With C-130s Train in Bangladesh

Airmen from Yokota AB, Japan, worked with Bangladesh air force personnel and one BAF C-130 during the bilateral airlift exercise Cope South at BAF Base Bangabandhu, Bangladesh, in January.

Some 80 airmen and three C-130Hs from Yokota's 36th Airlift Squadron ran cooperative flight operations, including aircraft generation and recovery and day-night low-level navigation, and conducted subject-matter-expert exchanges on issues like maintenance practices and cargo rigging.

"Cope South provides valuable training for US and Bangladeshi airmen in air-land and airdrop delivery," said Lt. Col. Andrew Campbell, 36th AS commander. "Our work here is vital in contingency and disaster-response operations."

Bangladesh has sought to expand its tactical airlift capabilities and has replaced its older C-130Bs with refurbished US C-130Es. The exercise ran Jan. 24-30.

### Gummy Mess and One Less Predator

A turbocharger failure doomed an MQ-1B remotely piloted aircraft, which crashed due to severe turbulence as it

**Remember the Alamo: SrA. Cory Brown secures a tactical vehicle in a C-5A before takeoff Feb. 7 on the JBSA-Lackland, Texas, flight line. Brown and his teammates had to quickly upload, tie down, and offload a pallet and vehicles into the aircraft as part of the 433rd Airlift Wing's Operation Alamo Stampede competition. It pitted two teams of operations, maintenance, and aerial port airmen against one another. The exercise was meant to improve C-5A employment techniques.**

lost altitude in the mountains of Afghanistan last spring, Air Combat Command investigators determined.

The RPA lost power as the operator at Creech AFB, Nev., attempted to increase power to maintain its assigned flight level on a sortie near Jalalabad on June 25, 2014.

According to the abbreviated investigation, downdrafts in the mountain valley caused the aircraft to lose additional altitude and slam into terrain.

The turbocharger failure was blamed on oil residue caused by high temperature inhibiting its proper functioning, according to the inquest. Loss of the RPA and its weapons was pegged at an estimated \$4.8 million.

No damage was caused to private or unassociated government property, according to a Jan. 8 news release.

### Turkey Buys More F-35s

Turkey is upping its initial F-35 buy from two airframes to six, the country's prime minister, Ahmet Davutoglu, announced in January. "It is planned that Turkey will buy 100 F-35 warplanes in the project," Davutoglu said, quoted by Reuters on Jan. 7.

"We previously ordered two in this framework. We have now decided to order four more," he said. The Turkish air force's first batch of F-35As was planned as part of low-rate initial production Lot 10, to be delivered in 2015.

Turkey is one of the nine F-35 strike fighter program partners and was recently designated the European region's heavy engine maintenance pole for multinational F-35 operators, including the Air Force.

Turkey's planned F-35A buy is estimated at approximately \$16 billion.

**Four-Seven Dash-8 for Air Force One**

The Air Force will base the next presidential aircraft on Boeing's 747-8, the service announced. The Dash-8 "is the only aircraft manufactured in the United States" that when "fully missionized" can meet the project's stringent requirements, according to service Secretary Deborah Lee James. The Dash-8 resembles the legacy VC-25, but adds an extended upper deck and new high-efficiency wings.

The existing VC-25s are 747-200Bs that have been flying since 1987. They've performed well, but are afflicted with "parts obsolescence, diminishing manufacturing sources, and increased downtimes for maintenance," James said on Jan. 28.

USAF will acquire three aircraft. Separate requests for proposals—one for the airframe and one for mission equipment—will be issued this year, with a contract award expected in 2017.

The first airplane that will be ready for modification to the VC-25 configuration is to be delivered in late 2018 and is to be operational in 2023.

**Air Force Approves Bombing Range Expansion**

The Air Force approved the plan to quadruple the airspace of the Powder River Training Complex in several Great Plains states to give B-52H and B-1B crews from the Dakotas more realistic training close to home.

The expansion decision to create the largest training airspace over the continental United States was signed on Jan. 16. The Federal Aviation Administration must now approve the plan and then modify and establish the requisite airspace.

Among the advantages, the extra airspace will allow the Air Force to conduct several large-force exercises each year where some 20 airplanes will train together as they would fight in actual combat, states the record of decision.

**Eagles by Association**

Air Force officials recently stood up the F-15C active associate unit that will support the F-15C/D schoolhouse run by the Oregon Air National Guard's 173rd Fighter Wing at Klamath Falls. "It's very invigorating. This is the first active association for the F-15C in the Air Force," said Lt. Col. Chris Clark who took command of the newly minted Active Duty 56th Operations Group, Det. 2, in December.

The Air Force is injecting 84 Active Duty airmen to increase pilot production at the service's sole F-15C/D schoolhouse. The first of them arrived late last year and the detachment will swell to eight pilots, 68 maintenance personnel, and eight support airmen by spring.

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**Getting all Hyper**

Hypersonic flight is one of the key leap ahead technologies suggested as a way to keep the US ahead of its competitors over the next 30 years, as called out by top defense and Air Force leaders in recent speeches. Indications are the technology is getting more attention and is closer than ever.

The Air Force Scientific Advisory Board, in a January release, revealed the results of a yearlong exploration of the feasibility of useful hypersonic flight. It determined that, based on a survey of advances in propulsion, aerodynamics, materials, and structures, a "tactical-range hypersonic strike weapon has substantial operational utility in projected anti-access, area-denial (A2/AD) environments and can be fielded for use in the 2025 timeframe." In a study abstract, the SAB said that hypersonic weapons would "place defensive challenges on any potential adversary."

Based on previous work, including the successful X-51 Waverider project, which ended in 2013, hypersonics is already at technology readiness level 5 and will reach TRL 6+ by 2020, the SAB reported. A TRL of six indicates a technology is mature enough to be worked into a practical weapon.

The key priorities to work on now, the SAB said, are terminal seekers and maneuverability in the terminal phase of flight. It suggested the Air Force fund these efforts and make sure wind tunnels are ready to test these systems. The next priorities would be integrating payloads and munitions.

Air Force Research Lab chief Maj. Gen. Thomas J. Masiello, in an exclusive January interview with *Air Force Magazine*, reported that the Air Force has partnered with the Defense Advanced Research Projects Agency to pursue two distinct hypersonic projects in the coming years.

"We've each invested about \$300 million ... on two follow-on demonstrations" to the X-51 project. One is a larger version of the X-51 technology, called Waverider, "and the other is a tactical boost-glide vehicle, where there's no scramjet power. You're just basically taking a booster, accelerating it to hypersonic speed, then it glides to the target." Substantial work will be done on "integrating a sensor, so you're able to hit mobile targets, and then integrating a payload," Masiello explained.

He cautioned that as yet, "there is no Air Force program of record" to create a hypersonic weapon. However, he predicted a test flight in 2018.

"Independent of DARPA," he said AFRL is looking to have a larger vehicle available circa 2030, which would be "a reusable platform, that's maybe 10 times the scale" of what USAF is calling the High-Speed Strike Weapon. Though it wouldn't be large enough to carry a crew, it would be able to perform intelligence, surveillance, and reconnaissance missions.

"And then in the 2040 timeframe—2040-plus—is where we would envision a no-kidding, reusable persistent, penetrating hypersonic vehicle that could be manned or unmanned," Masiello said.

—John A. Tirpak

# The War on Terrorism

## Operation Enduring Freedom

### Casualties

By Feb. 18, a total of 2,356 Americans had died in Operation Enduring Freedom. The total includes 2,352 troops and four Department of Defense civilians. Of these deaths, 1,846 were killed in action with the enemy while 510 died in noncombat incidents.

There have been 20,067 troops wounded in action during OEF.

### Permanent Bases in CENTCOM?

The Air Force is working closely with US Central Command to determine which of the service's operating locations in Southwest Asia will transition from an expeditionary posture to a more permanent role.

USAF has increased its military construction activities at places like Al Udeid AB, Qatar, and expanded accompanied tours that allow families to join airmen abroad, much as with assignments to Europe, Chief of Staff Gen. Mark A. Welsh III said in a briefing on Jan. 15.

As CENTCOM identifies the bases and facilities it wants to invest in and agreements are made with the host nations, USAF will "provide investment to build that capability ... whether it's a new air operations center or it's trying to expand family presence so we can build stronger relationships with the community and the [host] nations," he said.

### Engine Failure Downed Predator

The Air Force lost an MQ-1B Predator remotely piloted aircraft in a crash last year near Kandahar AB, Afghanistan, due to engine failure, Air Combat Command announced.

The Predator was on an information-gathering mission on July 14, 2014, when the engine failed, rendering the aircraft incapable of producing sufficient thrust to remain airborne, according to ACC's news release, summarizing the findings, Jan. 26.

The aircraft was destroyed on impact at a loss of approximately \$4.6 million, states the release. Since no portion of the wreckage was recovered, investigators could not determine why the engine failed.

The Predator was assigned to the 432nd Wing at Creech AFB, Nev. Airmen assigned to the North Dakota Air National Guard's 178th Reconnaissance Squadron in Fargo were controlling the aircraft at the time of the mishap.

## Operation Inherent Resolve

### Casualties

By Feb. 18, a total of three Americans had died in Operation Inherent Resolve. All three were troops and were killed in noncombat incidents.

### OIR's Target Tally

US Central Command has released the details of targets struck by US and partner warplanes in Operation Inherent Resolve in Iraq and Syria from Aug. 8, 2014, to Jan. 7, 2015.

Many strikes targeted heavy vehicles, many of them captured by ISIS fighters during their lightning advance through Iraq last summer.

Allied air strikes destroyed 58 tanks, 184 Humvee vehicles, 26 armored personnel carriers and mine-resistant, ambush-protected vehicles, and 303 makeshift armed "technical vehicles."

Some 79 artillery pieces, anti-aircraft weapons, and mortar emplacements have been hit as well.

Aircraft hit structures and fighting positions hard, destroying 980 barracks and buildings, 673 fighting positions, 16 command posts, 92 checkpoints, 17 guard facilities, and 52 bunkers.

Aircraft carried out 259 strikes on "oil infrastructure," 23 arms stockpiles and caches, 41 "staging areas," and even 14 boats.

### Ellsworth B-1Bs Deploy to Support OIR, OFS

Some 350 airmen from Ellsworth AFB, S.D., deployed on Jan. 20 to Southwest Asia, where they will support B-1B operations in both Operation Inherent Resolve and Operation Freedom's Sentinel in Afghanistan.

The aircrew members, maintenance, and support personnel from Ellsworth's 28th Bomb Wing are deploying to the 379th Air Expeditionary Wing at Al Udeid AB, Qatar, where they will help provide US Central Command air presence, precision strike assets, and surveillance and reconnaissance capabilities, while other airmen will work to assist sortie generation and mission assurance tasks.

The 28th Bomb Wing deployment will replace airmen of the 9th Bomb Squadron from Dyess AFB, Texas, who deployed to CENTCOM in summer 2014.

## Ghostrider Test Schedule Delayed

Modification and developmental testing of the second AC-130J Ghostrider gunship has been delayed due to integration setbacks and component availability, according to the Fiscal Year 2014 Director, Operational Test and Evaluation report, released Jan. 20.

The new aircraft vibrates more than legacy AC-130Ws, causing problems with the accuracy of the electro-optical/infrared sensors. "Erratic" sensor movements caused by aircraft systems interference with the mission systems also "inhibits target tracking" and increases the "risk of fratricide" during weapon employment, according to the report.

The second MC-130J airframe was delivered for conversion to AC-130J standards last September, but changes to the intercom system and parts availability have delayed the aircraft's readiness for developmental testing.

In February 2014, the first test aircraft also "experienced a temporary departure from controlled flight" during flying and handling qualities testing near the stall limit. This re-

quired a brief suspension of flying for inspections and the addition of more test flights for safety reasons.

Operational testing is now slated to begin in October 2015.

## Europe Goes Talonless

The last Europe-based legacy MC-130H special-mission aircraft departed RAF Mildenhall, UK, as new-build MC-130Js officially took over in January.

The last Combat Talon II, assigned to the 7th Special Operations Squadron, departed Mildenhall on Jan. 8, according to a base news release. The unit now operates a mix of CV-22 Osprey and MC-130J Commando IIs and will eventually shift to a base in Germany with the closure of Mildenhall. Its MC-130Hs are now joining the 15th SOS at Hurlburt Field, Fla.

The 17th SOS at Kadena AB, Japan, also began phasing out legacy MC-130P Combat Shadows, preparing to transition to MC-130Js in the Pacific. Kadena received its first new-build MC-130J late last year.



USAF photo by 1st Lt. Jake Bailey



**And Then There Were Three**

Retired Lt. Col. Edward J. Saylor, one of the last four surviving Doolittle Raiders, died in Washington state at the age of 94, Jan. 28.

Saylor enlisted in the Air Corps on Dec. 7, 1939, and served as an enlisted airman throughout World War II. On April 18, 1942, he joined 79 other volunteers led by Lt. Col.

**May I Escort You?:** Two F-7BG fighters from the Bangladesh Air Force escort a USAF C-130H near Kishoreganj, Bangladesh, during Exercise Cope South on Jan. 28. Cope South is a PACAF-sponsored bilateral tactical airlift exercise focusing on cooperative flight operations, day and night low-level navigation, tactical airdrop, and knowledge exchanges in the operations, maintenance, and rigging disciplines.

**Court Denies Schwalier A Second Star**

Retired Air Force Brig. Gen. Terryl J. Schwalier, who commanded the 4404th Wing (Provisional) at Dhahran, Saudi Arabia, at the time of the terrorist attack on Khobar Towers in 1996, cannot challenge the Clinton Administration-era ruling to pass him over for promotion, according to a US appeals court ruling in January.

Schwalier and his supporters, including the Air Force Association, have long argued the decision made him a scapegoat for the attack and that he had actually improved defenses at the facility prior to the attack. Schwalier was first approved for promotion in 1995, with the Senate confirming the nomination in March 1996. In the aftermath of the June 1996 attack, then-Secretary of Defense William S. Cohen recommended President Clinton remove Schwalier's name from the promotion list—forcing his retirement in 1997.

In 2003, Schwalier filed an application to retroactively correct the record, arguing his promotion was a matter of law, and sought to have records corrected. While the Air Force Board for Correction of Military Records had twice agreed with his case, this time the US Court of Appeals for the Federal Circuit decided the retroactive promotion would allow Congress to “compel the President to appoint senior officers of the United States,” and that presidential approval is required for a promotion to be finalized, not just a Senate vote.

—Marc V. Schanz

James H. “Jimmy” Doolittle on a top-secret mission to bomb targets in Japan. Saylor was an engineer in the 15th of 16 B-25 Army bombers to launch from the aircraft carrier USS *Hornet*. The mission was a huge success in boosting American morale and wounding that of the Japanese, because it proved Japan’s home islands were not beyond the reach of US sea- and airpower.

Saylor received his commission as an aircraft maintenance officer in October 1947. He served at bases in Iowa, Washington, Labrador, and England.

The Doolittle Tokyo Raiders received the Congressional Gold Medal in 2014. In addition, Saylor earned the Distinguished Flying Cross, Air Force Commendation Medal, and the Chinese Army, Navy, and Air Corps Medal, Class A, 1st Grade, according to a Doolittle Tokyo Raiders press release.

**Legendary Test Pilot Dies**

Fitzhugh L. “Fitz” Fulton Jr., a highly decorated Air Force and NASA test pilot, died on Feb. 4 at the age of 89.

Fulton joined the Air Corps in 1943. He flew some 200 Berlin Airlift missions from 1948 to 1949 in C-54s. During the Korean War, Fulton flew 55 combat missions in the Douglas B-26 Invader and was awarded the Distinguished Flying Cross and five Air Medals for combat heroism.

In 1952, Fulton graduated from USAF’s Experimental Test Pilot School (later being honored as a distinguished alumnus). He is credited by the Air Force Flight Test Center as “perhaps the greatest multiengine test pilot of his generation” and was awarded an additional three Distinguished Flying Cross medals for his test pilot work.

## The Saga of SpaceX

SpaceX reached an agreement with the Air Force on the future of the Evolved Expendable Launch Vehicle program, dropping its lawsuit in January, according to a joint statement.

“Under the agreement, the Air Force will work collaboratively with SpaceX to complete the certification process in an efficient and expedient manner,” according to the statement. Air Force Space Command aims to certify SpaceX as a second launch provider to boost defense payloads into space “no later than midyear,” said Lt. Gen. Samuel A. Greaves, commander of the Space and Missile Systems Center at Los Angeles AFB, Calif., said in a Jan. 7 statement. The company is working with USAF to certify its Falcon 9 rocket.

“The Air Force is committed to reintroducing competition into the extremely complex Evolved Expendable Launch Vehicle program and getting new entrants certified as

quickly as possible,” service Secretary Deborah Lee James said in the joint statement. James said she is “directing a review” of the space launch certification process to see if, and how, it can be streamlined and improved in the future.

In addition, the Air Force “has expanded the number of competitive opportunities for launch services under the EELV program while honoring existing contractual obligations,” the statement continued.

The California-based SpaceX company filed the lawsuit last April, claiming the service’s latest contract with the United Launch Alliance—a joint venture between Boeing and Lockheed Martin—blocked other companies from competing for national security space launches.

“Going forward, the Air Force will conduct competitions consistent with the emergence of multiple certified providers,” stated the release.

—Aaron M. U. Church and Amy McCullough

Fulton was chief of the Bomber Transport Test Operations Division at Edwards AFB, Calif., and was the only USAF pilot to fly the atomic-powered NB-36H. He set an international altitude record of 85,360 feet flying the B-58 in 1962 and was awarded that year’s Harmon International Aviation Trophy for his work with the program.

After a 23-year Air Force career, Fulton retired as a lieutenant colonel and became a civilian research pilot for NASA. He participated in tests of the 747 shuttle carrier aircraft, the XB-70 prototype supersonic bomber, as well as the YF-12A and YF-12C. By the time he retired from NASA in 1986, Fulton had more than 15,000 hours in more than 200 types of aircraft. ✪

## Senior Staff Changes

**RETIREMENT:** Maj. Gen. Brian T. Bishop.

**NOMINATIONS: To be Major General:** Nina M. Armagno, John D. Bansemer, Abel Barrientes, Casey D. Blake, Michael T. Brewer, Anthony J. Cotton, Clinton E. Crosier, Thomas H. Deale, Brian E. Dominguez, Timothy G. Fay, John C. Flournoy Jr., Timothy S. Green, Joseph T. Guastella Jr., David A. Harris, James B. Hecker, Scott A. Howell, James C. Johnson, Kathryn J. Johnson, Mark D. Kelly, Kenneth D. Lewis Jr., Mark L. Loeben, Vincent M. Mancuso, Ronald B. Miller, Matthew H. Molloy, Dixie A. Morrow, Karen A. Rizzuti, Michael D. Rothstein, Kevin B. Schneider, Richard W. Scobee, Barre R. Seguin, Thomas J. Sharpy, James C. Slife, Scott F. Smith, Giovanni K. Tuck, Glen D. VanHerck, James C. Vechery, Sarah E. Zabel. **To be Brigadier General:** Christopher A. Coffelt, Jeffrey A. Kruse, Randall Reed.

**CHANGES:** Brig. Gen. (sel.) Tony D. Bauernfeind, from Cmdr., 27th SOW, AFSOC, Cannon AFB, N.M., to Dep. Cmdr., Spec. Ops. Jt. Task Force-Afghanistan, US Forces-Afghanistan, CENTCOM, Kabul, Afghanistan ... Maj. Gen. Warren D. Berry, from Dir., Log., AMC, Scott AFB, Ill., to Dir., Log., ACC, JB Langley-Eustis, Va. ... Maj. Gen. (sel.) Michael T. Brewer, from Cmdr., 412th Test Wg., AF Test Center, AFMC, Edwards AFB, Calif., to Dir., Strategy, Plans, Prgms., & Analyses, AFMC, Wright-Patterson AFB, Ohio ... Brig. Gen. Ronald D. Buckley, from Dep. Dir., Ops., Ops. Team 2, Natl. Jt. Ops. & Intel. Center, Jt. Staff, Pentagon, to Dep. Dir., Ops., (Protection), NORTHCOM, Peterson AFB, Colo. ... Maj. Gen. Richard M. Clark, from Vice Cmdr., AFGSC, Barksdale AFB, La., to Cmdr., 8th AF (Air Forces Strat.), AFGSC, STRATCOM, Barksdale AFB, La. ... Brig. Gen. Patrick J. Doherty, from Dir., AF Svcs., DCS, Manpower, Personnel, & Svcs., USAF, Pentagon, to Cmdr., 82nd Tng. Wg., AETC, Sheppard AFB, Texas ... Maj. Gen. Michael E. Fortney, from Dir., Ops., AFGSC, Barksdale AFB, La., to Vice Cmdr., AFGSC, Barksdale AFB, La. ... Maj. Gen. (sel.) Peter E. Gersten, from Dep. Dir., Politico-Mil. Affairs (Western Hemisphere), Strat. Plans, & Policy, Jt. Staff, Pentagon, to Dep. Cmdr.-Air, Combined Jt. Task Force-Operation Inherent Resolve, CENTCOM, and Cmdr., 9th Air Expeditionary Task Force-Levant, ACC, Southwest Asia ... Brig. Gen. Gregory M. Guterman, from Dir., Strategy, Plans, Prgms., &

Analyses, AFMC, Wright-Patterson AFB, Ohio, to Dir., AF Security Assistance & Cooperation Directorate, AFLCMC, AFMC, Wright-Patterson AFB, Ohio ... Maj. Gen. Jeffrey L. Harrigan, from Asst. DCS, Ops., P&R, USAF, Pentagon, to Dir., F-35 Integration, USAF, Pentagon ... Brig. Gen. (sel.) Stacey T. Hawkins, from Cmdr., 10th AB Wg., USAFA, Colo., to Dir., Log., AMC, Scott AFB, Ill. ... Maj. Gen. Scott W. Jansson, from AF PEO, Weapons, AFLCMC, AFMC, Eglin AFB, Fla., to AF PEO, Strat. Sys., AFLCMC, AFMC, Kirtland AFB, N.M. ... Brig. Gen. Scott A. Kindsvater, from Cmdr., 82nd Tng. Wg., AETC, Sheppard AFB, Texas, to Asst. Dep. Cmdr., AFCENT, ACC, Shaw AFB, S.C. ... Brig. Gen. (sel.) Shaun Q. Morris, from Dir., AF Security Assistance & Cooperation Directorate, AFLCMC, AFMC, Wright-Patterson AFB, Ohio, to AF PEO, Weapons, AFLCMC, AFMC, Eglin AFB, Fla. ... Brig. Gen. (sel.) Carl E. Schaefer, from Spec. Asst. to SECAF/CSAF for Jt. Strike Fighter Integration, USAF, Pentagon, to Cmdr., 412th Test Wg., AF Test Center, AFMC, Edwards AFB, Calif. ... Brig. Gen. Kevin B. Schneider, from Asst. Dep. Cmdr., AFCENT, ACC, Shaw AFB, S.C., to C/S, PACAF, JB Pearl Harbor-Hickam, Hawaii ... Maj. Gen. Scott A. Vander Hamm, from Cmdr., 8th AF (Air Forces Strat.), AFGSC, STRATCOM, Barksdale AFB, La., to Asst. DCS, Ops., P&R, USAF, Pentagon ... Brig. Gen. Glen D. Vanherck, from Cmdr., 509th BW, AFGSC, Whiteman AFB, Mo., to Dir., Ops., AFGSC, Barksdale AFB, La. ... Brig. Gen. John M. Wood, from Dep. Dir., Strat. Plans, Rqmts., & Prgms., AMC, Scott AFB, Ill., to Dep. Dir., Politico-Mil. Affairs, Jt. Staff, Pentagon.

**COMMAND CHIEF RETIREMENTS:** CMSgt. Scott A. Fuller, CMSgt. Oscar D. Mackin.

**COMMAND CHIEF CHANGE:** CMSgt. Frank H. Batten III, from Command Chief, 86th AW, USAF, Ramstein AB, Germany, to Command Chief, 9th AF, ACC, Shaw AFB, S.C.

**SENIOR EXECUTIVE SERVICE CHANGES:** Keita M. Franklin, to Dep. Dir., Sexual Assault Prevention & Response Office, USAF, Pentagon ... William E. Marion II, to CIO and Dep. Dir., Plans & Integration, DCS, Manpower, Personnel, & Svcs., USAF, Pentagon ... Frank R. Washburn Jr., to Dir., 448th Chain Mgmt. Wg., AF Sustainment Center, AFMC, Tinker AFB, Okla. ■