



The Official Newsletter Of The Aircraft Armament Chiefs Association (AACA)

March 2018

AACAnewsletter@gmail.com

Issue #13

President's Message

Mike Lucchesi

I started writing this message with some thought towards the AACA pace and accomplishments and as I was gathering information I begun to reflect on the past retirements of some outstanding Armament Chiefs.

The most recent retirements being CMSgt Todd Folks and CMSgt Jason Davis. To listen to their accomplishments and what they have done for our career field is with one word—Outstanding! Within those readings of accomplishments though remained a theme, a theme of teamwork, taking care of people as whole and as individuals, and gathering the experts to come with possible solutions or resolve the matter. When they spoke to the crowd, they all reflected on the position of “Team Chief,” how it was the most memorable position of their career, the position that made them feel the Armament Brethren and comradery, and the accomplishment of importance – weapons loading (task accomplishment) at hand.

Gleaning from this, our career field is truly the character the Air Force strives for—what organization would not benefit from Teamwork and Task (mission) Accomplishment? The best part though in our career field tradition and customarily display will always be the antics and nonverbals we all exhibit during our careers as describe by others.

In both of these retirements, once again, the orator provides a colorful description of these individuals during their time as aircraft armament team chiefs performing the traditional hand directions and gestures to the jammer driver during munition alignment, and the non-verbal face

expressions when a load crew member is off step or misaligned when raising missiles to launchers, and the customary rendition of the checklist throw or drop from ladder when shit is just not going right. These colorful nonverbal descriptions are not written, they are not taught, but we all have done them in a similar fashion.



Bringing it all together through breeding teamwork at the earliest part of career in technical school and first supervisor, to not only explain the task, but including the mission and purpose, to the common gestures we all replicate is truly remarkable.

What other career field has all of this? ***Teamwork, Mission Importance, and Customary Gestures.*** They resonate throughout our careers and are reflected on at our retirements and beyond.

Long Live the Loader!

Mike

Without Weapons.....Just Another Airline



Editor's Comments

In this addition you will be treated to many informative and entertaining articles from our membership. Thank you for your contributions!

If you have any stories, cartoons, photos, etc. that you would like to see included in YOUR newsletter, please send them to me for incorporation into future newsletters. You can send them to me at khilton@glassmile.net or aacanewsletter@gmail.com.

I hope you enjoy this edition of the newsletter! I sincerely appreciate everyone's inputs. As I always say, this is YOUR newsletter. I just assemble what I receive from the members.

Thanks!!

Keith



From The Career Field Manager

John Jordan

Well it's a new year and this year brings a change of the guard in HQ AF - A4LW. CMSgt Jason Davis, having served thirty years of honorable and faithful service to our Nation, Air Force and Weapons community, has passed the reigns to me. I

want to personally thank Jason for all he has done for our career field, his contributions will be felt for years to come.

For those of you who do not know me, let me begin with a short introduction of myself, I'm John Jordan and originally hail from Dayton, Ohio. I entered the Air Force in 1990 at Lowery AFB as an F-111 462. Since then, I have served at Cannon, Kunsan, Eglin, Kleine-Brogel, Barksdale and a short stint at Eielson before coming to D.C. Like most of us, I have also had the privilege of doing several deployments to the Middle-East over the years. I am incredibly honored to have been selected for this position and will give my all to represent our AFSC interests and continue to lead in the development of our Airman in the ever-changing technologies and mission sets of today's Air Force.

From what I have seen in the short time in the seat, all is well for 2W1's. While we continue to face the typical issues that all maintenance AFSC's deal with, big picture we are doing good. Jason did a phenomenal job in advocating for accessions to get our AFSC healthy and we are starting to feel those effects. One of the challenges this presents for our units is the abundance of 3-levels versus the amount of training opportunities. On the positive side, this means that our 5 and 7-levels have an even greater chance to pass on their knowledge and experience.

Along with Chief Davis, this past year we had several Weapons Chiefs retire or will retire within the next few months. With that, I would like to offer my thanks and appreciation to Christine Beaudion, Craig Brandenburg, Jeff Burke, Kim Castro, Todd

Without Weapons.....Just Another Airline

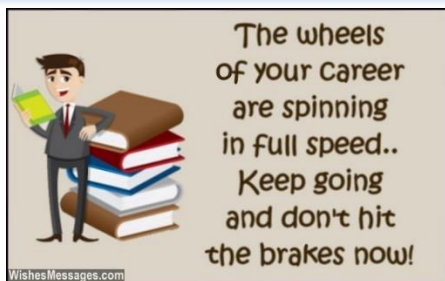


Folks, Chuck Jenkins, Ed Olson, Wendell Pugh, Patrick Sebay, Vinny Stephenson and John Tinker. Each of you have had a fantastic career and the contribution to our Airman and mission has been extraordinary. Best of luck in all your future endeavors! With retirements...comes promotions and for those of you not aware, we had twelve SMSgt's selected for promotion this year, below is a list of our newest Weapons Chiefs.

- George Baker
- Keith Castille
- Brandon Christian
- Keric Craig
- Gabriel Flagg
- Daniel Gregory
- Michael Gurtner
- Mikel Petersen
- Matthew Regevig
- Thomas Rowe
- Justin Thomas
- Jody Wray

In closing, again it is an honor to be in the position I am in and I look forward to meeting and working with you all. If you need anything or are in the D.C. area...look me up.

John



2018 AACA Reunion Preparation

Michael Lucchesi

The 2018 AACA Reunion is approaching fast. The location will be Fort Walton Beach, FL. The timeframe is leaning towards early September. I am hearing feedback to have this sooner in order to ensure warm weather. Last time we had the reunion in Florida it was in October and it was cold. The reason we picked this timeframe was due to availability and costs.



We were late to need for availability so we can get ahead of the game if we decide a good timeframe as soon as possible. The costs were based on nonseasonal rates and aligning with AMMO reunion timeframe. The tourist or seasonal rate is from Memorial Day weekend to Labor Day weekend, so if we stay outside of that timeframe we know we can get lodging rates at a reasonable rate.

As far as syncing up with AMMO Chiefs reunion, they are having their reunion in Branson. MO this year (2018).

Without Weapons.....Just Another Airline



Once we can agree on timeframe, the logistics can be worked out. I am also trying to tie in the weapon fests with our reunion. My goal is to work with Eglin and Hurlburt WWM and see if they are willing to combined and meet our reunion date to have one big weaponsfest with AACA, as we did at Nellis.

This is where I am at for the reunion. I will be getting with some other AACA members to help me out, but first I need to lock in the dates.

Mike

Financial Update

Joel Paxton

The AACA Is Now a Tax-Exempt Organization!



Our financial status continues to strengthen significantly. One of the biggest contributors was the implantation of our PayPal account, allowing for direct payment via the

AACA website. Since inception in 2016, new memberships and more importantly renewals, have

increased nearly 30%. Additionally, we had several successful fund raisers raised nearly \$2K!

The Association got another huge boost in November when our friends at the Internal Revenue service recognized us as tax exemption organization under the Internal Revenue Code, 501 (c) (19), Veteran's Organization. There are several tax exemptions that fall under the 501 (c) umbrella, based on how we're structured we fall under the sub-set 19. Not to get too deep into tax codes, but the jest of it is; with this exemption status not only are we tax exempt, which will save us over \$1K per year, but more importantly we're now eligible for federal grants. These grants will allow us to continue to grow as an organization, contribute to the betterment of our community and care for our members and their families in times of need. Looks for more information on the grants we'll be applying for in the upcoming months.

Finally, this month we'll make our annual contribution to the Kebil scholarship fund. Per our charter, each year we donate 10% of our on-hand "cash" to the Kebil fund. For the third year in a row we'll be contributing more than \$1K! This a one of the scholarship' biggest contributions, ensuring it remains available to help children of Weapons Community achieve their educational goals.

Joel

Without Weapons.....Just Another Airline



Federal Registry (Grants)

Mike Lucchesi

The AACA is now register and eligible to apply for federal grants. Grants are a way we can obtain external funding to support our projects and efforts. This opportunity comes with commitments and dedication, though we would not pursue something we cannot handle. This eligibility simply provides the AACA an additional method of obtaining funding.

All grants will require a BOD review and vote (approval). More information on developing a grant program as part of the AACA will be established and posted on the website.

Mike

"All that I am ... I owe to the Air Force."

Chuck Yeager

As I get older I realize:

1. *I talk to myself, because sometimes I need expert advice.*
2. *Sometime I roll my eyes out loud.*
3. *I don't need anger management, I need people to stop pissing me off.*
4. *My people skills are just fine. It's my tolerance of idiots that needs work.*
5. *The biggest lie I tell myself is, "I don't need to write that down, I'll remember it."*
6. *When I was a child I thought naptime was punishment. Now it's like a mini-vacation.*
7. *The day the world runs out of beer is just too terrible to think about.*
8. *Even duct tape can't fix stupid, but it can muffle the sound.*
9. *Wouldn't it be great if we could put ourselves in the dryer for 10 minutes; come out wrinkle-free and three sizes smaller?*
10. *"Getting Lucky" means walking into a room and remembering why I'm there.*

Strategic Plan Update

Darell Brewer

Hello fellow Load Toads, I hope all is well with you and your families.

This article hopefully with provide a quick update on a plan to meet our mid-term goal of expanding the heritage of the Aircraft Armament career field.

The mid-term goal of expanding the Aircraft Armament career field heritage will be taken on an incremental basis, beginning with the placement of a memorial bench and engraved pavers at the Air Force Armament Museum

Without Weapons.....Just Another Airline



in Florida. Now that the AACA has acquired non-profit status there may be an opportunity to apply for grants that would help up us set up the memorial bench and pavers. Obviously, with the assistance from grant dollars this would reduce the financial burden on the association as a whole. More to follow as we pursue the actions to see this project through to completion.

If any of you have some suggestions and/or ideas or want to help lead this effort, please contact myself or any of the BOD members.

Thanks for all your support with this organization.

Darell



Air Force Armament Museum

Mike Lucchesi

As of January 2018, I am a member of the executive committee for the Air Force Armament Museum Foundation which supports the AF Armament Museum.

This is an avenue for the AACA to begin a historical posture in the museum through our proposed efforts and support as determined by the AACA Board of Directors. I will be the proponent to proposed

projects and events as determined by the AACA to the foundation and museum. This effort supports the AACA Strategic Plan (Goal 2/Objective 2.1.). This will require some work on how we would like to go forward and who would be our project leads in these efforts.

Our first project though previously started was the memorial bench and brick. Darell Brewer is leading this effort, which is at the proposal stages, with the next step to be presented to the AACA BOD and membership. The point of this article is the fact that we have a voting member and “insider” to present proposal ideas to the museum and foundation.

Mike



AACA Recognition Program

Jeff Hulme

AACA Recognition Program

It’s hard to believe another year has flown by and we’re beginning to recognize our 2017 MAJCOM Load Crews of the Year and/or Outstanding Performers. Over the next few months winners will be announced and we’ll continue to provide a short

Without Weapons.....Just Another Airline



synopsis of their accomplishments in the AACA Newsletter. Please read on for the AFMC winners.

AFMC Outstanding Weapons Professional of the Year Award Winners

HQ AFMC/A4M announced the winners of the 2017 AFMC Outstanding Weapons Professional of the Year Awards. This award is open to all 2W1s (and civilian equivalents) within command whether they are in a direct maintenance or support role such as an aircraft program office. Competition was very tight this year and all nominees deserve recognition and credit for their many accomplishments. The winners and a summary of their achievement are:

Ann Category: SrA Cody D. McCloud, F-35 Weapons Load Crew Member, 412 AMXS/MXAJW, Edwards AFB, CA. SrA McCloud generated F-35 missile surge operations by loading 14 munitions for 9 captive and 5 live launch test missions. This effort led to the certification of F-35 software for a CAF deployment. He executed HAF directed GBU-49 fit checks and identified/resolved a 1760 cable chafing problem prior to fielding this new capability. SrA McCloud developed joint technical data procedures for USN/USMC gun pod operations and co-authored/validated maintenance and loading tasks culminating in 2K rounds fired and certification of the \$920K F-35 gun pod system. Finally, he conducted 36 FMS explosive operations, enabled 30 sorties, 6 AIM-132 live fires and 12 Paveway IV drops that were vital to the \$32M RAF weapons program.

NCO Category: SSgt Vincent R. Franco, Quality Assurance Inspector, 96 MXG/MXQI, Eglin AFB, FL. SSgt Franco advanced 4th generation weapons program by developing 1st F-15E Suite 8E s/w integration/nuclear certification tech order procedures leading to his section winning the 96 MXG Team of the Year award. He provided quality oversight; responded to 19 damage incidents, completed root cause analysis resulting in a 29% (\$1.8M) reduction in damage incidents from the prior year. SSgt Franco led F-16 gun install training for 18 personnel, highlighted/corrected common installation errors and increased flight capability by 50 % with no evaluation failures. Additionally, he completed 263 inspections, 15 PEs, identified 19 issues and provided feedback to leadership and was recognized as UEI "Outstanding Performer" by HQ AFMC IG team.

SNCO Category: MSgt Stephan J. Harper, NCOIC, Weapons Maintenance, 96 AMXS/MXARW, Eglin AFB, FL. MSgt Harper oversaw preparations on 11 aircraft for Exercise Red Flag Alaska resulting in 52 JDAMs expended with a 100% release rate and readying 2 fighter squadrons and 3 AOR mission commanders. He drove schedule discipline, sync'd 2 units WLT plans and cut deviations 40% earning 8 FW 1Q Armament Manager/AFMC 4th Qtr Outstanding Weapons Professional awards. MSgt Harper identified a deficiency with two classified assets valued at \$400K and led a 200 hour multi-agency investigation uncovering fraud and asset recovery. Finally, he managed 18 load crews and drove a 98% pass rate across 3.8K WLT evals on 25

Without Weapons.....Just Another Airline



UCML assets enabling 8 FW's first AGM-158 certification.

Civilian Category: Mr. Brad E. Kizzer, Aircraft Ordnance Work Leader, 412 MXS/MXMWPB, Edwards AFB, CA. Mr Kizzer expertly loaded and verified 4 JASSMs for B-52 1760/v1.2 release maintaining 100% weapon effectiveness and proven lethality. He skillfully configured/tested a modified B-52 CRL contributing towards a "Highly Effective" rating during an AFMC Capstone UCI evaluation. Mr. Kizzer performed B-52 Distributed System Checkouts to validate Boeing modifications and enabled eight BSB06/1760 integration ground tests. Additionally, he supported the B-2 Flex Strike armament system upgrade by reconfiguring two smart bomb rack assemblies valued over \$9M as well as the \$10M B-2 bomber B61-12 upgrade program.

Jeff

Seeking a Director at Large



Michael Lucchesi

The AACA is looking for two Directors at Large. Directors' at Large take on projects, as agreed upon by the AACA BoD and appointed by the President, which supports the AACA. The projects can be short term or long term.

A short term project would be organizing a reunion and leading the planning and executing effort. A long term project would be, as an example, the recognition program was taken on by a director at large, and then transitioned to a volunteer who is now the AACA Recognition Program Manager.

The Director at Large becomes the initial lead until the AACA is able to find a Volunteer to become the sustainment program manager (as applicable).

If your interested in becoming a Director at Large, please contact Evan Godwin at evan.godwin1@hotmail.com.

Electric Jammer Update

Jeff Hamburg

The time has finally arrived, after many updates and oh so much ass pain getting the formal Tech Data approved by the ALC, the shipment of over 60 MJ-1Es to the Air National Guard has begun!

Short history, there have been Electric MHU's around for many years but until about 12-14 years ago, the MJ-1 community never used them. Belgium bought some, shortly after that Canada converted a couple old (one gas and one propane) over to electric! (Would have been cheaper to buy new - different money). Then the test folks for the JSF picked up a couple more.

Without Weapons.....Just Another Airline



While this was happening, the ANG guys did some extensive testing up in Vermont; the Active guys did some testing at Mt Home; and the ANG guys did more testing after some updates and were convinced that there was a valid need for Electric units, especially in their Northern Tier bases where most of the Load Training Facilities are shared with other shops (phase, cann, MAT, FTD, hard broke, wheel and tire etc. etc.). Most of the Active bases had a dedicated load barns and opening the doors when running the diesel jammer had no affect on other shops.

Now take away the exhaust fumes and the noise of the diesel the benefits are clear. So the procurement speed train was put into action, and after only 1500 ++ days the units are arriving at many of the ANG locations.

Many of us have spent lots of time training with open doors on the hanger/HAS/Flows you name it - wearing our cold weather, chem warfare gear just because of the diesel fumes. At least for now, the ANG guys will no longer have that issue.

Around 15 units shipped early Feb, about that many more will go out early March with all of them delivered by early summer.

Now I did take a couple shots at the (System) lesson learned here, the time it takes to get a "slightly modified" piece of GSE approved and in the field - in this case was over 5 years! All that changed was the battery stuff in place of the motor, electric pump and drive motors in place of the hydrostatic

stuff. Everything else on the MJ-1C is the same as on the MJ-1E.



For those still wearing the uniform, be looking ahead, 5-10 years, it is a slow process and funding comes and goes, be ready, have a firm plan and jump on it. To all those involved in getting the MJ-1E in the field, you did good and it will be loading munitions with the doors closed in a quit exhaust free environment for many years!!

Be safe out there!

Jeff



Without Weapons.....Just Another Airline



AACA Membership Update:

Evan Godwin

Current Membership is 127 members— Outstanding! A list of all members is posted on the armamentchiefs.org website. If you are an annual dues paying member and have not paid for 2018 (due Jan 31st), or owe more, please log on to the website and pay your dues. Dues for Non-Lifetime members is \$25 per year. If not sure how much you owe, please send me an email at aacageneralstore@gmail.com and he can provide you the total. Thank you.

Evan

AACA Website

Bob Sherrill

WE HAVE AN AACA WEBSITE?

Of course we do! Doesn't everyone? Visit your website at: <http://ArmamentChiefs.org>. Spend some of your spare time checking out what's going on with the AACA. You can see what we're all about in the "About Us" link and find out who the Board of Directors, Committee Leads, and your fellow AACA Members are.

Maybe you can rekindle some long-lost friends or consider how you can help with AACA organization and goals. We celebrate the life of our lost comrades in the "In Memoriam" page, just reading the names will bring back fond memories.

The link to the "Loader Letter Newsletter" give access to current and past products going back to 2013. There's some great articles and photos that are sure to make you smile and reminisce.

Wanna see what the good ones are doing for our career field? Check out the "Awards/Recognition" page! You probably already know your AACA is a great supporter for the CMSgt Gregory A. Kebil Memorial Scholarship Fund. Take a look at the side panel on the "Home" page and see our current contributions; or see how you could maybe take advantage of the scholarship fund for your family.

Not to mention the "AACA Store," do a little AACA promotion purchases, prices are pretty sweet.

We also have an "Employment Opportunities" page where those "in the know" can share potential job opportunities. If you are one of those "in the know" folks, send me the information and I will post on this page.

Last but not necessarily least, there are links to apply or update your membership info, pay dues, view previous Meeting Minutes, and even a place to submit or update your Biography.

Without Weapons.....Just Another Airline



So, there's a quick rundown of what's available for you to view and share. If you have any suggestions to what kind of content you would like to see on the site, please feel free to send me an email with your suggestion, and we'll work it from there.

Oh, did I forget to mention our FaceBook page? Yes, everyone has one of those too, but ours is special. Check it out and connect with others, it's got some pretty cool stuff on it as well: "Aircraft Armament Chiefs Association"

Bob Sherrill

AACA Webmaster

<mailto:AACAWebmaster@cox.net>

462 History Chapter 4

The Intra War Years 1919-1939:

The fighters we worked on

Steve Lebron

With World War I, "the war to end all wars," behind us many politicians foolishly believed there was little need to invest in the military. Consequently, budgets were tight. Despite its limited size, the Regular Army still deserved international respect. Foreign observers rated its recently established, newly equipped Air Service second or third in actual power. But the Air Service's small inventory of modern equipment offered a marked contrast to the rest of the Army, where ground units had to get along as best they could for almost two decades

with weapons left over from World War I¹. In this chapter we'll look at rapid changes facing our armament forbearers. Almost every loader I ever met had a favorite "jet." One that he'd proudly proclaim was better than your favorite "jet." We'll take a look at what were undoubtedly some armorer's favorite planes.

The pace of aeronautical engineering was growing at a dizzying rate during this time period. The Air Service inadvertently benefited from this. There were many different designs and variants that came in and out of service for varying missions. We'll review the most significant ones. The end of WWI brought about a call for a better fighter aircraft. The Air Service accepted 250 MB-3s into service as its front-line fighter starting in 1920. The MB-3 was equipped with two fixed forward firing 30 cal. machineguns (MG) for its armament. In 1924 the MB-3s were slowly replaced by Curtis built PW-8s which, while performing better, kept the two 30 cal MG configuration. This would remain the standard aircraft armament for many years. By the way, PW stood for Pursuit Water cooled, referring to the engine. I'm guessing on the MB designation but the aircraft was designed by Thomas Morse and built by Boeing, thus MB. Let me know if you uncover anything different.



(MB-3 of the 94th Pursuit Squadron (PS) at Selfridge Field Michigan)

Without Weapons.....Just Another Airline



(PW-8)

The Boeing built PW-9 also entered service around this time. It's standard armament was also two 30 cal MGs but it could also be configured with one 30 cal and one 50 cal with two 122 lb bombs. It outperformed the PW-8. Consequently, only 25 PW-8s were bought while 114 PW-9s were bought in several variants. They were phased out around 1931.



(PW-9)

During this aircraft transition period the Air Service also underwent a transition. This change was based on Army doctrine. In 1926 the Army began to

expand its air arm. This conceptual change in the relative importance of air power is reflected in the conversion of the Air Service to the Air Corps on the 2nd of July 1926.

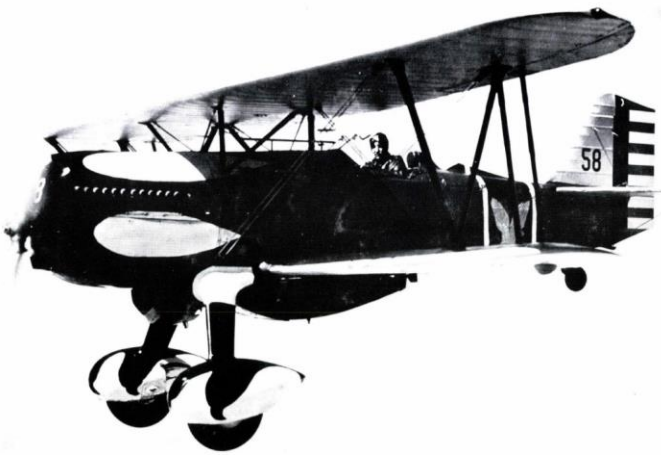
The Boeing P-12 took over as the frontline fighter in 1929. 366 were contracted for. Delivery was continued through 1932. But their reign was short lived. By 1934 they were being phased out. It too carried two fixed 30 cal MGs or one 30 cal and one 50 cal MG. And it had hard points for two 122lb bombs.



(P-12 today)

In 1931 the Air Corp took delivery of its last biplane, the Curtiss P-6E Hawk. It only procured 30 of these since the Great Depression curtailed budgets even further. The P-6E was configured with two 30 Cal MGs and no hard points. It served right up o the beginning of WWII but did not see combat.

Without Weapons.....Just Another Airline



(P-6E Then)

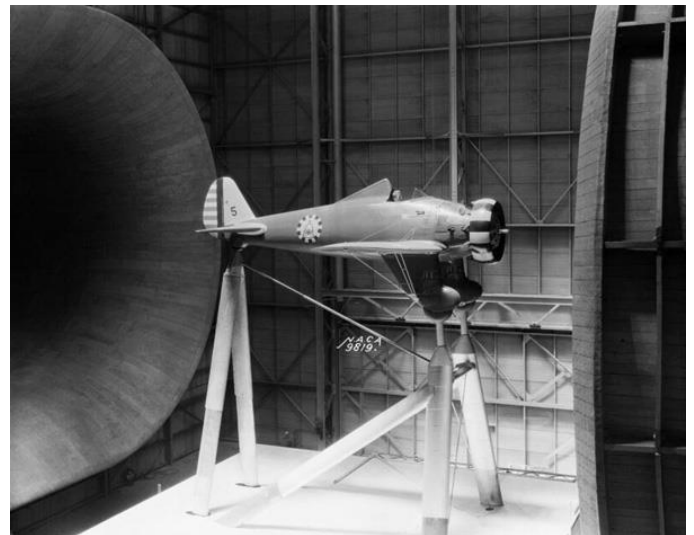
aircraft. The result was the Air Corp's first all metal monoplane, the P-26.



(P-26)



(P-6E Now)



(Full scale Boeing P-26 undergoing wind tunnel tests in 1934 at the world's first full-scale wind tunnel, at Langley Field, Virginia. The wind tunnel was 60 feet wide by 30 feet high and limited to about 125 mph. This facility was demolished in 2011.)

The reason for the quick demise of the P-12 and a secondary reason for the low number of P-6Es was the introduction of the Boeing B-9 which we'll cover in detail later. The B-9 bomber, at the time of its introduction in 1931 was faster than any pursuit aircraft. The day of the pursuit plane, some thought, was at an end. While this may seem ridiculous to us today I'm certain aircraft manufacturers saw the end of pursuit aircraft production as an end of government funding! Boeing quickly began work on an aircraft that could catch and kill B-9 type

The P-26 was also the last open-cockpit fighter built for the USAAC, the last with a fixed landing gear, and the last with externally braced wings. Even more, it was the last fighter built on the theory that fighters had to be kept

Without Weapons.....Just Another Airline



light and small for better maneuverability. 136 were purchased making this the largest aircraft purchase since the MB-3. Its armament was two synchronized 30 cal MGs or one 30 caliber and one 50 cal MG mounted in the cockpit floor and it could carry 200 lb. of bombs between the landing gear. It wouldn't take long to find out that the armament was totally inadequate. The aircraft was quickly outclassed. On a side note, P-26s did see some combat in WWII. Filipino pilots shot down some attacking Japanese aircraft at the start of the war. The Philippines was an American territory at the time making these pilots among the first Americans to shoot down Japanese aircraft. But I'm getting ahead of the story of fighter development.

In 1937 the Seversky P-35 became the Air Corps first "modern" fighter by WWII standards. It had an enclosed cockpit and retractable landing gear. Armament included two 30 cal MGs synchronized with the propeller and later modifications had the addition of one 50 cal MG in each wing.



(P-35 note the gun locations)

Not many P-35s were bought however. Alexander Seversky got himself into trouble with the US government when he tried to make a deal to sell aircraft to Japan who was then at war with China, an American

ally. This led to the Air Corp purchasing the last fighter we'll look at in this chapter, the P-36.

The Curtis P-36 Hawk was actually the runner up to the P-35 in a design competition. But now became the favored aircraft with the Air Corp accepting them in 1938. Armament eventually evolved with the P-36C to two 50 cal MGs synchronized to the propellers and one wing mounted 30 cal MGs on each side. Additionally, provisions were made for various air to ground bombing configurations. There were hard points for two underwing 100 lb bombs, three 50 lb bombs or five 30lb bombs.

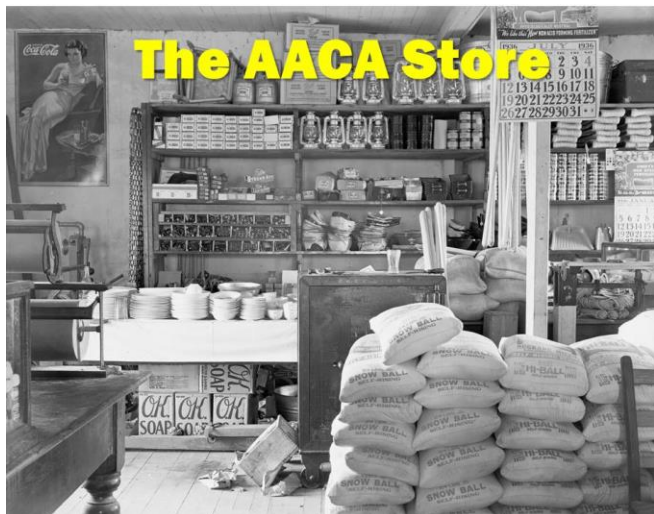


(P-36, note wing guns)

We'll end this chapter with the P-36. We've seen the Air Service move from the immediate post WWI generation of fighters through modern fighter types while becoming the Army Air Corps. The next fighters we'll look at are relatively well-known WWII variants. However, it'd be a disservice to my fellow airplane geeks to not cover bombers and attack aircraft.

Steve

¹ <http://www.history.army.mil/books/amh-v2/amh%20v2/chapter2.htm> pg 59



Evan Godwin

Hello Chiefs! I hope all is well with you and yours! Lou Fields and I have been working together to get some new merchandise made to sale in the store and to raffle Q2-2018. We are currently in the process of purchasing more decanters and coasters and have a couple other ideas we're pursuing (i.e.; engraved cigar box, bottle openers, etc.). The Decanter sets will be a little different as previous platinum and gold glasses have been discontinued—I'll ask Bob to upload a picture of the new merchandise on the website when complete and will announce what we're going to raffle during the next general membership meeting, 8 Mar 18.

I have placed an order for new AACA Association coins. They too will be slightly different from the current coin as we had to source another vendor;

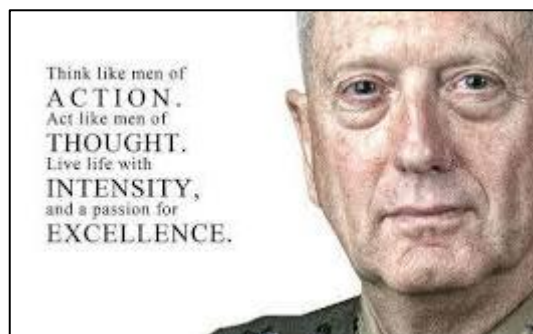
however, I assure you they'll look awesome! Coins should arrive in 2-3 weeks.

As a reminder, to purchase store merchandise, send me an email to the aacageneralstore@gmail.com address and let me know what you'd like. I'll mail the items to the address you provide and you, in turn, send a check to me at the address I provide for the merchandise cost, plus shipping. All store items can be viewed on our website:

www.armamentchiefs.org .

Please reach out to me with any merchandise ideas; better yet, run down the details on what it is you suggest and give me a call to discuss. We always welcome and appreciate new ideas and especially the help in running them to ground—thank you!

Evan



General James "Mad Dog" Mattis