

Wingspan

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Don't tell people how to do things, tell them what to do and let them surprise you with their results."

- General George S. Patton

"You do not lead by hitting people over the head- that's assault, not leadership."

- General Dwight D. Eisenhower

How Many F-22s Does the Air Force Need?

- Anonymous American Tax Payer

As a future officer, you most certainly know the Air Force position on how many F-22s are needed in the force. (The number is later in the article in case you forgot.) But, can you justify that number to someone who might disagree with it? (Like Deputy Secretary of Defense Gordon England) Most of the data in this article comes from the archives of Air Force Magazine and you might want to research those archives to see how the Air Force's greatest advocacy group makes its case.

The History of F-22 Inventory Requirement and Expected Procurement::

The last sixteen years have been rough for the United States Air Force. After pulling off the greatest show of airpower ever during Desert Storm, the Air Force tactical aircraft inventory has been in a downward slide with no sign of any relief soon. The best example of this is the F-22 program.

Following the Reagan build-up, the Air Force had over 4,000 fighter and attack aircraft. This inventory, the largest since the 1950s, received most of the credit for defeating Iraq in 1991 and the Air Force appeared to be at its height of success. But, muffled in the background of the bombs dropping in Iraq was the sound of communism collapsing in Eastern Europe. Starting with the fall of the Berlin Wall in November 1989 and concluding with the dissolution of the Soviet Union in December 1991, the sounds of collapse were about to affect the future of the Air Force far more than its victory in the Middle East. Unfortunately for the Air Force, it never seemed to appreciate the meaning of the fall of the Soviet

Union and continued onward as if nothing had changed. This was especially true when it came to the Air Force's next generation air superiority aircraft.



The Air Force has used a simple planning approach for more than two decades: we need the number of platforms that we have. Prior to the end of the Cold War, the Air Force had approximately 750 F-15 air superiority aircraft. Using "we need what we have," the requirement for the Advanced Tactical Fighter (ATF) was set at 750 aircraft. But, soon after, and even before the F-22 had been chosen as the winner of the ATF competition, changes in the world situation inspired the Major Aircraft Review which forced the first reduction in the ATF projected buy, from 750 to 648. The Air Force accepted the reduction and moved on.

A mere three years later, the Bottom-Up Review of the military decreased the Air Force from 36 Fighter Wing Equivalents (FWEs) to 20 FWEs and the F-22 buy to 442 platforms. (A Fighter Wing Equivalent is approximately 110 aircraft, which is the amount generally considered necessary to buy to field three squadrons of 24

aircraft. The 110 takes into account aircraft for training, pipeline, attrition, etc. as well as the 72 needed for actual combat.) The Air Force was not as accepting of this change and insisted that air superiority must represent 25% of the tactical aircraft inventory (not the 20% that the 442 aircraft would be). The Air Force could live with 550 F-22s, but that would be risky. Despite the Air Force's protestations, the number stayed at 442 until the first Quadrennial Defense Review (QDR) in 1997.

The 1997 QDR reduced the F-22 buy to 339 platforms, while simultaneously increasing the total tactical inventory to 20.8 Fighter Wing Equivalents. F-22s would now account for about 14% of the tactical force. The Air Force didn't expect this cut to stick, but it did.

Within two years, the Air Force was using a new aircraft accounting system partly to justify its force inventory. Slowly, the Air Force changed from Fighter Wing Equiva-

lents to Air Expeditionary Forces (AEFs). Each AEF (of which there would be ten) was designed to be an autonomous package of war fighting capability. Central to each AEF would be at least one squadron of 24 air superiority aircraft. Ten AEFs multiplied by 24 aircraft per AEF plus the normal extras for attrition, pipeline, training, etc. equated to a new Air Force requirement for 381 F-22s.

The 339 aircraft allotment from the 1997 QDR lasted until 2003 when Congress put a spending cap on the F-22 program that effectively limited the total buy to 277 aircraft. The Air Force stuck by its requirement for 381 F-22s. The most interesting thing about the 381 aircraft requirement is that it isn't tied to operational planning scenarios or threats. Rather, it is linked entirely to the AEF concept which was primarily created to reduce (or at least better schedule) overseas deployments of aircrews. As stated in Air Force Magazine::

To relieve chronic optempo problems stemming from back-to-back deployments and operations, the Air Force developed an expeditionary concept initially called the Expeditionary Aerospace Force. The term EAF has since been supplanted by the term Air and Space Expeditionary Force (AEF). The term AEF also refers to a basic organizational unit. USAF groups its power projection and support forces into 10 AEF "buckets of capability." The 10 AEF's are grouped into five pairs.

The ten AEFs were built for a standard rotation schedule which would help morale issues associated with some crews spending significant time away from home.



(The approach is similar to the Navy's deployment of aircraft carriers.) 381 F-22s, the number that the Air Force still claims that it needs today, is a requirement based on keeping pilots happy and reducing personnel attrition, not based on defeating any particular enemy.

In December of 2004, Secretary of Defense Rumsfeld cut the F-22 program to 183 total aircraft. This last cut reflects more than a decade's worth of poor program justification by the Air Force. Starting from "what we have in F-15s is what we need in F-22s," to "air superiority needs to be 25% of the force," to "we need one squadron per AEF and we have ten AEFs," the Air Force has never presented a compelling case for its F-22 inventory requirement. Even worse, the Air Force has never voluntarily changed its F-22 requirements, no matter what might be going on in the world. Neither the fall of the Soviet Union, nor the fall of the World Trade Center

prompted the Air Force to change its F-22 requirement.

So, future officer, as an advocate of aerospace power, can you explain why 381 is the right number? If not, then what is the right number? And, why is it that the Pentagon and the Air Force differ so wildly on the actual requirement? Think about it, because the next question will be harder.

"The 339 aircraft allotment from the 1997 QDR lasted until 2003 when Congress put a spending cap on the F-22 program that effectively limited the total buy to 277 aircraft."



Mardi Gras 2008

Mardi Gras has been celebrated in St. Louis for 250 years. The main event since 1758 is the Kings Parade, followed by Fat Tuesday. I volunteered to help at Mardi Gras Inc. headquarters this year. I also participated in the festivities on Saturday.

Carnival traditions were brought to North America by European colonist. Mardi Gras Carnivals are celebrated in many places in North

America. Float decorating contest were added as a standing event to King's Parades in 1872. Mardi Gras means "Fat Tuesday" in French. Fat Tuesday precedes Ash Wednesday, which marks the end of the celebration. Carnival begins on January 6, 12 days after Christmas, or Twelfth Night. It ends on Mardi Gras Fat Tuesday, 47 days before Easter.

Friday, Feb 1, 2008. I volunteered

C/Savage

to man the desk at Mardi Gras Inc. Why would I give up my precious Friday evening to volunteer? To be a part of history, why else!. I live in the Historic Soudair neighborhood. Instead of running from the Mardi Gras events, I joined in!

I arrived to Mardi Gras Inc. headquarters around 1830. I stepped into the warehouse and realized I was surrounded by Channel 5 News Cameras. The Mardi Gras

Mardi Gras 2008



director was in the middle of an interview. I politely ducked out of the way and ran for cover. Phew! I made it clear of the cameras and found the main office.

After a two minute training session, I was left alone to handle the call center. My first phone call! "Who can I call to get this car towed out of my handicapped parking spot?" I directed the resident on who to call. The phones rang throughout my 4 hour shift. Questions were mostly focused on party passes, parking passes, and where and when to show up for Saturday's parade.

Saturday, Feb 2, 2008. I walked out of my house at 1630 with my wingman. We headed up to the

street to join in the post parade festivities. What a sight. People were wearing the most colorful hats, and beads!. Groups were standing under windows and begging for beads. Mostly everyone had a drink in their hand. The majority of the crowd was smiling, laughing or joking. With crowds of any kind, danger lingers right around the corner. The police and fireman were patrolling the area. Other than the occasional partier who fell asleep against a nearby building, the night remained fun and festive.

Hands on experience at this years Mardi

Gras was a blast ! I plan to attend next years events and volunteer again. Mardi Gras in St. Louis Missouri has a rich history. If you would like to do your own research please see the links following this article.

-C/3C Savage



"Coffee tastes better if the latrines are dug downstream from an encampment."

-US Army Field Regulations 1861

First Airman Takes Flight in F-35 Lightning II

C/3C Agne

On January 30, 2008 Lt. Col James Kromberg became the first military test pilot to fly the new F-35 Lightning II at Naval Air Station in Fort Worth, Texas. The test flight was the aircraft's 26th flight and consisted of takeoff and landing, handling maneuvers, engine throttle transients, and formation maneuvers with an F-16. After landing Colonel Kromberg said, "The aircraft was responsive across all flight regimes," and "flew

very well."

The Lockheed Martin F-35 Lightning II is part of the F-35 Lightning II Program or Joint Strike Fighter Program of the Department of Defense which has a goal to make affordable strike aircraft weapon systems for the United States Air Force, Marines, and Navy, and our allies. The F-35's advanced airframe, autonomic logistics, avionics, propulsion systems, stealth,

and firepower will make it the most affordable, lethal, manageable, and survivable aircraft used by military powers in the world. The multi-role F-35 is a single-seat and engine fighter that is designed to perform close air support, tactical bombing, as well as air-to-air combat. The F-35 will be available in three variations to fit the user's needs, the F-35A for the Air Force, the F-35B for the Marine Corps, and the F-35C for the



Navy. It is being designed to replace many existing aircraft, including the AV-8B Harriers, A-10s, F-16s, F/A-18 Hornets and the Harrier GR.7s and Sea Harriers from the United Kingdom. The Air Force is planning on acquiring 1,763 F-35s after their scheduled release in 2011. The plane is estimated to cost \$115 million compared to \$148.3 million for the F-22A Raptor.

-C/3C Agne

Commander's Corner

Now I know everyone is excited, especially after the Giants emerged victorious from one of the best Super Bowls I've ever seen. But that's not what I'm going to write about, no matter how tempting it is. In all honesty, both teams played excellent, and I do respect the Patriots for coming as far as they did with such an amazing record this season. Having said all that, it brings me to the real purpose of this article, which is to discuss effectively communicating with others.

As future officers in the Air Force,

we are all going to be expected to be able to talk to people. The ROTC program knows this, and as such we'll have numerous chances to learn and practice this skill, both in Aerospace Studies classes and at LLAB. The AFOATS train-



Commander's Corner

ing manual gives very good instructions about how to interact with people, in particular with subordinates. Yet despite all these resources, what I really want to emphasize is that there is no textbook approach for every given situation we're going to encounter.

The important thing to keep in mind, in my opinion at least, is that you will be dealing with *people*. People are complex, with their own opinions and rationales and motivations behind their behaviors. To make sure that you keep this in mind, one of the best things you can be as a leader is a listener. Hear what those you work with have to say, and above all do not try to classify them as a certain 'type' of individual. Make yourself available, and keep an open mind while you listen. Respect the other person and the way they see things, even if you don't always agree with them.

Make sure that you are not emotional when communicating to others, in particular those below you. Take the time to step back from the situation, analyze it objectively, and figure out what really needs to be done. And always keep a specific goal in mind, one that is productive as far as your own personal growth as a leader, the growth of your subordinate, and the furthering of the mission you are collaborating on.

Tact and sensitivity are skills I have been working to improve since I came back from Field Training in the summer of 2006. I by no means expect to master communicating with others, but I do recognize that there is always a way to improve on things. So I encourage you all to keep these things in mind throughout your development in AFROTC and when you continue on to Active Duty. Respect and consideration are key. Even if your team scored a touchdown in the last 30 seconds of

the game, causing the third biggest upset in Super Bowl history... hypothetically speaking.

C/Col Aird



How Well Do You Know Your Air Force

"Air Force One" Fun Facts

C/Lt Col Logsdon

- ◆ The opening sequence, set in Almaty, Kazakhstan, was actually filmed in Cleveland. The exterior shots of the presidential palace were of Severance Hall, home of the Cleveland Orchestra, and the interior scenes were in City Hall.
- ◆ All the women who survive in the film are wearing pants. The filmmakers didn't want women in skirts to go flying out of a plane.
- ◆ In the scene where Harrison Ford is under the plane having the fight with the terrorist, if you listen really carefully to the music track, at one point when Harrison starts doing some damage you can hear the 7 notes from the Raider's of the Lost Ark movie. It's the "hero" or theme music used when Indie was kicking some butt.
- ◆ One of the secretaries tells the president she can send a fax to the White House, and he replies: "If this works, I'll make you Postmaster General". In the closing credits, she's credited as "Future Postmaster General".

www.moviemistakes.com

To submit an article, on any topic, to the "Wingspan", please email your submission to Cadet Major Parr at parras@slu.edu or Cadet Lt Col Logsdon at clogsdo@siue.edu