

# Airforce Zero

Air Force Missile Development Center (U.S.).

Zero-Sustainment Aircraft for the U.S. Air Force National Research Council, Division on Engineering and Physical Sciences, Air Force Studies Board, Committee on Zero-Sustainment Aircraft for the U.S. Air Force: A Workshop, 2013-04-12 Overall Air Force weapon system sustainment (WSS) costs are growing at more than 4 percent per year, while budgets have remained essentially flat. The cost growth is due partly to aging of the aircraft fleet, and partly to the cost of supporting higher-performance aircraft and new capabilities provided by more complex and sophisticated systems, such as the latest intelligence, surveillance, and reconnaissance (ISR) platforms. Furthermore, the expectation for the foreseeable future is that sustainment budgets are likely to decrease, so that the gap between budgets and sustainment needs will likely continue to grow wider. Most observers accept that the Air Force will have to adopt new approaches to WSS if it is going to address this problem and remain capable of carrying out its missions. In this context, the original intent of this 3-day workshop was to focus on ways that science and technology (S&T) could help the Air Force reduce sustainment costs. However, as the workshop evolved, the discussions focused more and more on Air Force leadership, management authority, and culture as the more critical factors that need to change in order to solve sustainment problems. Many participants felt that while S&T investments could certainly help—particularly if applied in the early stages (to the left) of the product life

cycle-adopting a transformational management approach that defines the user-driven goals of the enterprise, empowers people to achieve them, and holds them accountable, down to the shop level. Several workshop participants urged Air Force leaders to start the process now, even though it will take years to percolate down through the entire organization. These sustainment concerns are not new and have been studied extensively, including recent reports from the National Research Council's Air Force Studies Board and the Air Force Scientific Advisory Board.

Zero, the Story of Japan's Air War in the Pacific - As Seen by the Enemy  
Martin Caidin, 2012-04-25 This is the thrilling saga of war in the air in the Pacific Theater of Operations during World War II told from the Japanese point of view. It is the story of the men who created, led, and fought in the deadly Zero fighter plane. In their own words, Jiro Horikoshi (who designed the Zero), Masatake Okumiya (leader of many Zero squadrons), and Saburo Sakai (Japan's leading surviving fighter ace) as well as many other men, tell the inside story of developing the Zero and Japan's air force. They tell what it felt like to bomb American ships and to shoot down American airplanes -- and then of their shock when the myth of invincibility was shattered by the new Lightning, Hellcat, and Corsair fighters. They tell of the fight against the growing strength of a remorseless American enemy; and how, in desperation the Japanese High Command ordered the creation of deadly suicide squadrons, the Kamikaze. And finally they reveal their reaction to the dropping of the

atomic bombs on Hiroshima and Nagasaki.

**History of Research in Subgravity and Zero-G at the Air Force Missile Development Center** Air Force Missile Development Center (U.S.), 1958

Zero! Martin Caiden, Masatake Okumiya, Jiro Hirokoshi, 2014-08-15 "This is the thrilling saga of war in the air in the Pacific Theater of Operations during World War II told from the Japanese point of view. It is the story of the men who created, led, and fought in the deadly Zero fighter plane. In their own words, Jiro Horikoshi (who designed the Zero), Masatake Okumiya (leader of many Zero squadrons), and Saburo Sakai (Japan's leading surviving fighter ace) as well as many other men, tell the inside story of developing the Zero and Japan's air force. They tell what it felt like to bomb American ships and to shoot down American airplanes - and then of their shock when the myth of invincibility was shattered by the new Lightning, Hellcat, and Corsair fighters. They tell of the fight against the growing strength of a remorseless American enemy; and how, in desperation the Japanese High Command ordered the creation of deadly suicide squadrons, the Kamikaze. And finally they reveal their reaction to the dropping of the atomic bombs on Hiroshima and Nagasaki."-Print ed.

**Angels Zero** Robert Brulle, 2015-09-29 Robert V. Brulle, who flew seventy ground support missions with the 366th Fighter Group, links his daily experiences in the cockpit not only with the battles in which he participated but also with events in the wider European theater. Combining anecdotes from

his personal diary, research in US and German records, and interviews with participants from both sides, Brulle details a combat career that began just after D-Day, when he flew column cover for Allied troops as they chased the German military out of France. He then describes the brutal, six-week Hürtgen Forest campaign, during which his fighter group lost 15 pilots and 18 aircraft. He also tells how the otherwise bitterly fought Battle of the Bulge provided the 366th with an opportunity to successfully engage 60 Luftwaffe airplanes in a dogfight directly over their airfield. Angels Zero combines both personal and historical detail to vividly re-create a lesser-known aspect of the air war in Europe.

**Filter Center Operation** United States. Department of the Air Force, 1956

**Towards a Fail-Safe Air Force Culture** U. S. Military, Department of Defense (DoD), U. S. Air Force (USAF), U. S. Government, 2018-02-28 The inadvertent transportation of nuclear cruise missile warheads on a B-52 from Minot AFB and the shipping of non-nuclear intercontinental ballistic missile components to Taiwan are contemporary incidents that reveal shortcomings. Dr. Schlesinger's 2008 report to the Secretary of Defense documented atrophy in the Air Force's nuclear enterprise as a primary cause for these failures. The report highlighted a serious erosion of focus, expertise, mission readiness, resources and discipline in the nuclear weapons enterprise within the Air Force. The Secretary of the Air Force Michael Wynne and Air Force Chief of Staff General T. Michael Moseley both resigned in the wake of these

incidents, and on October 24th 2008 the new Secretary of the Air Force Michael Donley and Air Force Chief of Staff General Norton Schwartz issued their Strategic Plan to Reinvigorate the Air Force Nuclear Enterprise. Notably, the strategic plan identified the establishment of a zero-defect culture as a primary attribute for a successful Air Force nuclear enterprise, stating there is no tolerance of complacency or shortcuts as we rebuild a zero-defect culture. Each of these incidents represents a catastrophic institutional failure - failures which must be prevented. Ceding the impossibility of omnipresence, Col Goldfein correctly observes that choice of vision and cultural development are leadership's fundamental tools in building a successful organization. The cultural options available to espouse span a continuum from a ruthless Zero-Defects method to a gentler Tolerance-Based style. While a Zero-Defect approach can garner short-term success, the ensuing culture of fear and reprisal are not conducive to sustained excellence. Conversely, a tolerant approach may achieve short-term morale benefits, but the resulting lack of discipline arising out of a culture of ambivalence dampens long-term productivity. Ultimately, long-term high performance is possible through a Fail-Safe culture which paradoxically embraces failure in building a resilient enterprise. Modern research on High Reliability Organizations (HRO), coupled with contemporary leadership theory, provide a framework to expose the shortcomings of both the Zero-Defect and Tolerance-Based approaches, assess current culture and then define the

cultural characteristics required to implement a mindful approach to ensuring the Air Force can achieve its mission by maximizing our ability to fly, fight and win ... in air, space and cyberspace.

Volunteer Force, Zero Draft, and Selective Service ,1971

*Zero!* Masatake Okumiya,Martin Caidin,Jiro Horikoshi,1957 En beskrivelse af luftkrigen over stillehavet set med japanske øjne.

**Air Force Manual** United States. Department of the Air Force,1970

**Aviation Study Manual** ,1949

**Connecting United States Air Force Core Values to Mission Accomplishment - Zero-Defect Standards, Misapplication of the Wingman Concept, Gaps Between Education and Training, Disparate Reporting** U S Military,Department of Defense (Dod),Squadron Officer College,2019-08-06 Recent violations of the Air Force Core Values by Airmen at all grades have caused some observers to question the ethical and moral health of the US Air Force. By introducing the Core Values, the US Air Force established an ethical foundation for all Airmen. Both intrinsic moral values and external drivers influence the decisions and actions of an individual. While many different factors may influence an individual to violate the Core Values, the common theme is that the Core Values, especially Integrity First, have lost connection to mission accomplishment. We define this disconnect as the Core Values Gap. Airmen often do not connect the Core Values to mission accomplishment and as a result many may not have a deep understanding or adoption of the Core Values

in their work and personal lives. Four main drivers of this gap are examined and a four-step approach aimed to empower leaders and reform policies is recommended to enable the US Air Force to address the problem. By reviewing research on the theory of moral decision-making, examining case studies, and discussing ethics in the Air Force with two focus groups of Senior NCOs and Air War College students, a clear picture emerged that leadership is a key center of gravity to establishing an ethical climate. In addition, policies and institutional mechanisms play a major role in either incentivizing or discouraging ethical behavior. A four-step approach to address the problem is proposed; namely, equip commanders with a tool called the Core Values Check; educate them on how to instill the Core Values into their unit's daily operations; provide commanders with a Core Values Toolkit to help them start regular Core Values discussions; and reduce barriers to reporting infractions. By focusing on commanders as centers of gravity for influencing moral action, the US Air Force can create an environment that improves and promotes ethical behavior. This compilation includes a reproduction of the 2019 Worldwide Threat Assessment of the U.S. Intelligence Community.<sup>1</sup>

Introduction \* 2. Research Methodology \* 3. Drivers of the Core Values Gap \* Zero-Defect Standards \* Misapplication of the Wingman Concept \* Gaps Between Core Values Education and Training \* Disparate Reporting Programs \* 4. How to Close the Core Values Gap \* Step 1: The Core Values Check \* Step 2: Equip Commanders \* Step 3: Develop a toolkit \* Step 4: Reform institutions \* 5.



## Conclusion

Koga's Zero Jim Rearden,2014-04-04 Found upside down in an Alaskan bog in the eighth month of our war with Japan, a Japanese fighter plane was retrieved and soon test flown by U.S. pilots. Knowledge gained from those flights ended the dominance of the Zero in the Pacific

**ZERO** Masatake Okumiya,Jiro Horikoshi,Martin Caidin,2014-03-07 This is the thrilling saga of war in the air in the Pacific Theater of Operations during World War II told from the Japanese point of view. It is the story of the men who created, led, and fought in the deadly Zero fighter plane. In their own words, Jiro Horikoshi (who designed the Zero), Masatake Okumiya (leader of many Zero squadrons), and Saburo Sakai (Japan's leading surviving fighter ace) as well as many other men, tell the inside story of developing the Zero and Japan's air force. They tell what it felt like to bomb American ships and to shoot down American airplanes -- and then of their shock when the myth of invincibility was shattered by the new Lightning, Hellcat, and Corsair fighters. They tell of the fight against the growing strength of a remorseless American enemy; and how, in desperation the Japanese High Command ordered the creation of deadly suicide squadrons, the Kamikaze. And finally they reveal their reaction to the dropping of the atomic bombs on Hiroshima and Nagasaki.

**Japanese Naval Air Force Fighter Units and Their Aces, 1932–1945** Ikuhiko Hata,Yasuho Izawa,Christopher Shores,2012-09-20 An extensive guide to Japan's

Naval Air Force Fighter Units and their ace pilots during conflicts in the 1930s and '40s, now in English. The book begins by looking at the land- and aircraft carrier-based navy fighter units and their operations from 1932 to 1945, as well as their history and achievements. This is followed with biographical details for all pilots who claimed eight or more aerial victories. The thorough appendix provides detailed listings of all pilots known to have claimed five or more victories (and thus considered to be "aces"), listings of the graduation from training of all Japanese Navy fighter pilots, and of fighter pilot casualties. Photographs, maps, and artist's side-view drawings and paintings of aircraft relevant to each of the units are also included. This revised edition is a companion volume to Japanese Army Air Force Fighter Units and Their Aces, 1931–1945.

*Air Force AFM.* ,1964

*Grand Forks Air Force Base* Lt. Col. George A. Larson USAF (Ret.),2020-01-27  
In February 1952, the Air Force announced its plans to build Grand Forks Air Force Base to support Strategic Air Command bombers and tankers as well as Air Defense Command fighter-interceptors. On February 8, 1957, Air Defense Command activated the 486th Fighter Group on Grand Forks Air Force Base. In December 1957, the Air Force activated the Grand Forks Air Defense System of the North American Air Defense Command. This sector became operational with the Semi-Automatic Ground Environment system to cover the air space of North Dakota, South Dakota, and Minnesota and one Canadian province (Manitoba). The

first Boeing B-52H Stratofortress arrived on April 29, 1962. In 1983, the B-52Hs were replaced with B-52Gs, and on December 4, 1986, B-52Gs departed the base, replaced by B-1B Lancers in 1987. The 321st Strategic Missile Wing became operational to administrate, man, and operate the Minuteman II intercontinental ballistic missiles (ICBMs) in December 1966. The Air Force made the formal announcement that it would remove 150 Minuteman III ICBMs with the inactivation of the 321st on July 2, 1998. After that, the Detachment 1, 9th Reconnaissance Wing arrived with the Global Hawk.

**Air Corps News Letter** ,1956

**The Air Force's Weapons Laboratory** Air Force Weapons Laboratory,1990

**On Weierstrass Products of Zero Type on the Real Axis** J. P. Kahane, L. A. Rubel, 1960

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