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Military pogs for sale

Home> Buy, Sell, & amp; Shop - American Coins It looks like you're new here. To get involved, click one of these buttons! Category Recent Discussions Activity Best of ... Unanswered When deployed units buy everything they need, if they pay in cash, they won't have pennies, nickels, dime or quarters as a change. Instead, they get cardboard coins (colloquially called pogs, like toys from the 1990s). And now, coin collectors are crazy for them. Depending on where Iraq or Afghanistan soldiers are stationed, they may have easy access to the Army Air Force Exchange Service (AAFES) store. Bigger airports have bigger stores that sell all the flyer might want – meanwhile, departing FOBs are just glad their AAFES car didn't blow up this month. Giving cardboard in exchange for money is not some complicated plan to uncrew soldiers out of their 85 cents. Logistically speaking, transporting a bunch of seniors to and from a deployed area is, to put it bluntly, a heavy waste of time. While a pocket full of quarters might not seem like much, having to store every checkout would be a headache. So AAFES, the only commercial service available to soldiers, decided in November 2001 to give up the real coin in favor of cardboard credit. (Photo Tech Sergeant Carrie Bernard) AAFES coins are not legal tender. These are essentially gift certificates valid only on AAFES devices. If soldiers manage to keep their collection of cardboard coins throughout deployment, they can exchange coins for real money at any unseeded AAFES customer service department. Occasionally, AAFES runs promotions that gave double-value soldiers returns their pogs – but soldiers who refuse cash may still be the best value in the end. The strangest thing about AAFES pogs is the collector's community that has grown out of it. Coin collectors everywhere have gone crazy for our AAFES pogs. On eBay, you can usually find a set of mint-status paper coins going at ridiculous prices. Of course, like any collectible, complete sets and older coins go a lot more. I understand it's a typo in President Reagan's name, but seriously... it only cost five cents. (Screengrab via eBay) In the Air Force fighter community, a sought-after and rare sign is painted near the cockpit of some aircraft, just below the pilot's name, rank, and call sign. It's a 6-inch green star with a 1/2-inch black rim that means the plane has won against an enemy aircraft in aerial combat. Why is this Air Force designation so rare?youtube.com the U.S. P-51 with decals showing the air victories of Nazi, Italian, Japanese and American aircraft. (Pima Air and Space Museum) The Air Force and U.S. Air Force have allowed pilots to mark their victories on their fuselages for decades, but the peak of tradition was during World War II, when frequent air combat combined with the total number of aircraft in the air at once led to pilots who must kill or be killed on a given day. At the time of the fierce fighting, the U.S. Air Force allowed most pilots to mark their air victories with a small replica of the enemy pilot's flag, placed under the pilot's name on the fuselage. This was typically either a decal or a little paint from the ground crew. There have also been cases of fighter crews painting silhouettes of the planes they shot down. One American pilot even boasted every Wasa flag – as well as the only American flag - in his cockpit. Yes, he shot down an American plane and got a medal for it. But ultimately, the use of flags, silhouettes, and some other markers fell out of favor when it came to air victory, even though the Air Force still allow bombing crews to use bomb silhouettes to mark their missions. The F-15E Strike Eagle #89-0487, the only F-15E to achieve air-to-air kill, sported a green star on its fuselage while parked at Bagram Air Field in 2008. (U.S. Air Force James D'Angina) But for fighter pilots, it's now all about the green stars, standardized in Air Force Instruction 21-205 as: Aerial Victory Marking. The fighter, awarded with a proven aerial victory, is entitled to display a 6-inch green star with a 1/2 inch black rim located just below it and centered on the pilot's name block. The type of aircraft shot down must be stenciled inside the star in 1/2 inch white font. For aircraft with multiple aerial victories, a star is authorized for each downed aircraft. No other winning characters are allowed. Modern air victories are rare, not because the U.S. loses, but because the Air Force dominates enemy airspace so hard and fast that usually only a handful of pilots will actually engage the enemy in the air before the U.S. owns the airspace altogether. In Desert Storm, about 30 U.S. pilots achieved aerial kills on about 30 aircraft. At least two of those planes, the F-14, have since retired. Meanwhile, there are nearly 2,000 fighter jets in U.S. inventory. So yes, green stars are very rare. So rare, air wings sometimes boast a plane with a green star that is still in its units. The 455 Air Expeditionary Wing History Department published an article in 2008 bragging that a green-star aircraft from Desert Storm was then on active duty over Afghanistan. The plane on display above is the only F-15E ever to achieve an air-to-air kill, a feat it withdrew by bombing a helicopter as it took off, destroying a helicopter and soldiers that had just dropped out. In 2010, the 353rd Special Operations Group historian published an article about their F-15C with its own green star. The plane was used by a naval pilot in an exchange program that shot down one of two MIG-29s trying to attack the F-14 flying all by itself and not afraid during desert storm.Of course, air victories are even rarer today. In 2017, the Navy claimed the first U.S. killing of an enemy aircraft since 1999. Or in other In almost 20 years, we have achieved only one aerial victory. In 2017, two U.S. Navy FA-18E Super Hornets attacked a Syrian Su-22 fighter jet that dropped bombs near U.S.-friendly forces For anyone who thought about how we attacked two countries earlier this century without shooting down an enemy aircraft, Iraq lost most of its aircraft during Desert Storm and the following year, while Afghanistan had no real air force to talk about in 2001. Most of the planes destroyed in Syria were killed on the ground. So no green stars. Ryan Hendrickson is a retired Green Beret who's been through a lot. Despite the huge challenges, he refuses to wear the title of victim and instead calls himself a survivor. He wants you to do the same. The tip of the Spear wasn't supposed to be a book. It started as a diary for Hendrickson, a way to work through his thoughts and post-traumatic stress disorder. But after a few months, he saw something in these writings – as well as friends. The therapeutic effect I gained from writing actually turned into a book. I had to see a silver lining in something as bad as stepping on an IED [improvised explosive device]. Many people who have read it said that the book speaks to everyone – not just the military – when it comes to being a victim in your life, Hendrickson explained. In September 2010, Hendrickson was deployed to Afghanistan as 18 Charlie, a special forces engineer with Alpha Company, 2. He had just finished elite schooling to get the coveted green beret and feel on top of the world. The first chapter of Tip of the Spear takes the reader live through what it is to come to Afghanistan – and the mission that changed his life. When Hendrickson and his team entered an abandoned Afghan village before dawn, he said he knew something big was coming. When his interpreter went too far from the obscure ground, he had no choice but to quickly and quietly get him back. I grabbed him by the back of his shirt and moved him around. You never wanted to have an unknown area or a blind spot, so I put the muzz of my M-4 in the campus door and retreated... directly to the IED, he shared. Hendrickson said he didn't realize he hit at first, remembering that he just felt like he couldn't breathe because of the heavy dust and ammonia in the air. When the dust started to spread, I saw that my shoe was six inches from my leg... When I reached for my knee to lift my leg, my shoe kind of flipped over with my toes. I saw these two nearly white objects sticking out of my leg. Then he kicked it, it was a bone,' he said. That's when Hendrickson realized it was really bad. His team couldn't rush to support him because they knew that if there was one IED, there would be about five of them. His interpreter began a touring, effectively saving his life. After a while, his team managed to get to him safely and got him out. We could The Taliban are talking about celebrating that I've been hit and that they're going to move into position to ambush us. Sprints the leg as best they could put the bottom and top together, he said. Hendrickson had been in the theater for over a week trying to stabilize him and keep him alive. When he got to San Antonio, it would take 28 surgeries to reattach his leg. Then the real work began. I had a sergeant major who came to see me; He told me if someone cleared me, he'd send me back to fight. That was a big driving factor behind me taking control of my life and hitting rehab as hard as I could. That and the Taliban's consciousness cheered when I got hurt. I didn't want them to beat me or win me,' he explained. Even though he was medically retired, Hendrickson refused to accept it. After spending a grueling year in rehabilitation, he passed all required tests and was restored to active duty through a special remiss. In March 2012 – just a year and a half after he nearly lost his leg to an IED – his shoes were back in the sands of Afghanistan. But it wasn't easy, he shared. The guys he worked with were afraid he'd be a liability. Hendrickson was sent to Afghanistan's largest known IED province, which is a real test given his own experience. He had to show himself to his teammates and did it methodically by searching for IED after IED to keep them all safe. Hendrickson will continue to serve and deploy for many years thereafter. In 2016, he received a silver star for his heroic efforts during a heavy seven-hour shootout in Afghanistan. It wasn't what I did, it was what we did... It's the same thing we all say, we were just doing our job,' he confided. In 2017, he headed home from Afraz and found that he was struggling mentally. After unsuccessfully trying to talk to a counselor, he sought help through a chaplain. He advised him to write, and he used this path to tell his story and work through his thoughts. These thoughts and writing unwittingly turn into the story of his life, good and bad. It was here that he found the healing and deep resilience he needed to never feel like a victim again. Tip spears will bring the reader on a strong path through a difficult childhood leading to military service involving three branches, which eventually leads Hendrickson to become an elite green beret. The story culminates in the incomprehensible challenge of returning from an injury that almost took his life and was surely seen as the end of his military career. Hendrickson refused to quit and fought his way through the chances that had accumulated. It is Hendrick's hope that readers will use his journey to be inspired to do the same in their own lives. Anything is possible, he says, but first you have to become a survivor, not a victim. To purchase a copy of Tip Spears, click here. Radio Free Europe Radio Liberty Publishes September 12, 2019 02:53:26 Afghan Special Forces Liberated 61 Taliban-held operation in the southern province of Helmand, the military says; Jawid Saleem, a spokesman for elite commandos, said the operation was carried out late on August 2, 2018, in the Kajaki district of Helmand, a Taliban stronghold; Saleem said at least two Taliban fighters were killed during a rescue mission by Afghan special forces. The Taliban did not immediately comment on the matter. The prisoners were taken to provincial army headquarters, said Munib Amiri, the army commander. The detainees were captured for a number of reasons, Saleem said, from cooperating with Afghan security forces to belonging to local police forces. According to Saleem, the prisoners were kept in poor conditions, including a lack of proper food and health care. They were also tortured, Saleem added. Afghan special forces in Helmand Province have freed hundreds of prisoners from Taliban prisons in recent months. On May 31, 2018, Afghan special forces freed 103 people held at two Taliban-held locations in Kajaki district. According to the latest report by the Special Inspector General for Afghanistan Reconstruction, an independent U.S. federal auditor, the militants control nine of Helmand's 14 districts. Half of the province's population lives in Taliban-controlled areas. This article originally appeared on Radio Free Europe/Radio Liberty. Follow @RFERL on Twitter. During the Second Battle of Fallujah, then-Marine Plc. Christopher Adlesperger himself cleared out part of a house full of insurgents in heroic action that was recommended for the nation's highest military award. On November 10, 2004, he entered an insurgent-infested house in Fallujah, despite the death of his stabbing man and the injuries of two others. Adlesperger, wounded in the face by shell fragments, then cleaned the stairwell and roof himself, throwing grenades and firing at the insurgents while under heavy fire. You can read the full description of what Adlesperger did that day here. U.S. Marines are not only experimenting with the new concept of aircraft carriers, but are also taking a new look at shaping mini carrier strike groups to fill when carriers are recalled. Capable fifth generation F-35 stealth fighter jets are changing the way the services of large amphibious assault ships - the tops of the Navy's gator - go to war. The Marine Corps is aggressively pursuing an experimental Lightning-carrier concept that involves arming large flat peaks with the literal cargo of F-35B Lightning II Joint Strike Fighters to turn traditional transport ships from them into light carriers capable of increasing the overall firepower of American carrier forces. The USS Essex sails next to the aircraft carrier USS John C. Stennis. (U.S. Navy photo mass communication specialist 3rd Class Jake Greenberg) At the same time, the Department and the U.S. Navy are Readiness Groups (ARG), transform them into miniature carrier strike groups (CSGs). The ARG usually consists of an amphibious assault ship, an amphibious transport dock, a landing-dock ship, and a contingent of naval expedition forces. We're definitely changing the way amphibians are employed, especially on the blue side – we're no longer just trucks that carry the Marines that we were. Lt. Commander David Mahoney, Amphibious Squadron 1 operational officer, said, according to a report by USNI News on April 16, 2019.The amphibious assault ship USS Essex, the main main ship for the Essex ARG, sailed to the Persian Gulf in the fall of 2018 as the USS Harry S. Truman aircraft carrier and its accompanying ships, which were originally expected to be deployed in the Middle East, sailed into the North Atlantic in support of NATO. The 5th ARG now becomes almost like a mini CSG. F-35B Lightning II on the USS Essex. (U.S. Navy photo Mass Communication Specialist 3rd Class Matthew Freeman) You can see that layered defense, he said, pointing to argos' cooperation with destroyers and other warships and the enhanced capabilities provided by multi-mission F-35s with an advanced stealth and powerful sensor suite. This is what must happen, because carriers are sometimes sent elsewhere, because the needs grow elsewhere. ARGs, especially at this time of renewed superpower-competition, are definitely in high demand to fill these [CSG] roles as the Navy spreads further and further around the world. Marine Corps F-35Bs, which are short-take-off vertical landing aircraft built for operations aboard amphibious assault ships, flew into combat for the first time during the deployment of the Essex ARG. Amphibious assault ships lack catapults and arresting wires used on aircraft carriers and support only these jump jets and helicopters. The F-35B Lightning II will take off from the USS Essex. (U.S. Marine Corps photo by Cpl. Francisco J. Diaz Jr.) In February 2019, the F-35B reached another first as a fighter aboard the USS Wasp and carried out simulated strikes in beast mode - meaning it was working with an external cargo - in the Pacific.Recently, Suu'O sailed into the South China Sea with an unusually heavy configuration of at least 10 stealth fighters, significantly more than normal, for joint exercises with the Philippines. During the baikatan exercise, the ship was spotted running a flight operation near the disputed Scarborough Shoal as part of a light-carrier experiment. USS Wasp in the South China Sea. (U.S. Navy photo mass communication specialist 1st class Daniel Barker) At the heart of the new mini CSGs is the Lightning carrier, an amphibious assault ship loaded with up to 20 F-35s for carrier operations. This concept, which the Marines began experimenting with in 2016, a rebranded version of the Harrier-carrier concept, an earlier variation with AV-8 Harrier jump jets that served the military well for decades. While an amphibious assault ship will never replace an aircraft carrier, the Marine Corps said in a 2017 report, it can complement it if it is employed in imaginative ways. This article originally appeared on Business Insider. Follow @BusinessInsider on Twitter. Every era has its own arch nemesis. The Nazis, communists and terrorists seemed to be coming after each other. Now America's new arch-rivals seem to have become known for their presence. After spending a decade or more in its era of peaceful rise, the People's Republic of China seems to have switched to the Crouching Tiger. President Trump responded in kind, meeting aggression with aggression that raises the stakes. But it also means that many civilians will be called upon when the war comes. The Wing infographic will tell you why. Video above war games China mobilizes its forces to invade Taiwan. When that happens, the U.S. military will be called upon to defend China. The United States will be on DEFCON 2, which requires all armed forces to be ready for war on the front line in six hours. In the first month of fighting, losses will increase, and they will be heavy. The number of people killed and wounded will reach the level last seen in the Vietnam War. In less than a year, it would be the bloodiest war since World War II. And guess what? The army will need a replacement. If it helps, Beijing doesn't seem to be that far off on this map. China's military is worth about two million or more with another half a million in reserve. Given that the most likely flashpoint is Taiwan's try but democratic American ally, just off the Coast of China, the fighting will concentrate, but it will be intense, and the loss of life would be enormous. The United States would call on its 860,000 reservist to strengthen its forces in the region. While this would be enough to combat China's threat to Taiwan, it would not be enough to forcibly overthrow the Chinese government. That would require an invasion of mainland China, and that would be really, really hard. Successfully attacking China would require so many troops, the United States currently does not have as many. He would have to activate the selective services system and create a design for American men aged 18-25, a potential group of 16 million U.S. troops. While it is unlikely that the US will have to work out the full 16 million, it will need a lot of troops to get to Beijing. A lot of soldiers who don't volunteer for this kind of thing. Don't forget to register Services. Washington state is big for the U.S. military. It's a major part of their economy and culture. More than 69,000 soldiers are on active duty in the state, many of them in the Seattle-Tacoma area. With these soldiers there are more than 90,000 dependent family members who make a living in Washington. The Seattle Seahawks consistently recognize the importance of the local military community, and that's exactly why they wanted to give their members a Thanksgiving holiday they'll never forget. Soldiers and families in Washington state face the same difficulties as soldiers stationed anywhere. Some are unable to go home and be with their families during the holiday. And some families lack the basic element of their holiday celebration – deployed a loved one. But the Seattle area has something other big cities don't have: the Seattle Seahawks. Few NFL teams are committed to having an impact on the community that sustains them as a local NFL team in Seattle. For them and for the state in which they live, the army is extremely important. Recently, the Seahawks invited a large group of military personnel and their families to their Seattle CenturyLink field home. They wanted to show their appreciation to the families for their sacrifices while giving them a thoughtful Thanksgiving meal-complete with all the trimmings, of course. The Seahawks' rookie linebacker, Shaquem Griffin, and cornerback Shaquill Griffin, of the Twins, led a family effort to recruit more than a hundred service members to join them in celebrating the holiday. The team served their guests food and they all spent time to get to know each other throughout the day. Of course, no Thanksgiving celebration would be complete without a little touch of football – and the Seahawks were more than happy to hooch the ball around. (USA) It wasn't just current members of the Seahawks family who joined the military families. For local Seahawks fans, the event was also a blast from the past, featuring Seahawks' Hall of Fame wide receiver Steve Largent, who has spent his entire 14-season career in Seattle and is regularly listed among the NFL's top all-time wideouts. Also visiting the family was Kenny Easley, a Seattle Hall of Fame strong safety who is considered one of the Seahawks' all-time greatest players. It's really cool to talk to players one-on-one and get to know them as a person,' said one USAA soldier. That sentiment was repeated by Seahawks wide receiver Doug Baldwin. Players and families came closer than expected. (USAA) It's pulling the heart,' Baldwin said. Being able to be around them [the army and their families], spend some time with them, eat some food just like their families would at home. The Seahawks want the army to know how grateful they are for everything service members sacrifice, especially during the holiday season. Everyone who serves our country, we respect you so much, shaquill griffin said. I'm not just saying this to say it, but Honor. A military working dog was killed in a fire firefight in Afghanistan in November 2018, and his actions in his final moments saved the lives of several American soldiers. Maiko, multipurpose canine (MPC) assigned to 2. Sergeant Leandro Jasso, who was assigned to the same unit, was also killed during this engagement. Maiko was killed in action while leading rangers into violating a targeted compound on November 24, 2018, an unofficial biography leaked online read. Mak's presence and actions inside the building directly caused the enemy to attack him, handing out his position and resulting in an attack force that eliminated the threat without injury or loss of life. Action Maiko directly saved the life of his handler (Staff Sgt.) Jobe and other Rangers, the document said. The accuracy of the biography, which first appeared on social media, was confirmed by Stars and Stripes spokesman W. The dog was born in Holland in 2011 and brought to the US when he was 15 months old. Maik was seven years old and was on his sixth deployment to Afghanistan at the time of his death. He is said to have taken part in more than 50 Ranger-led raids involving IED detection, building permits, and combative detention. Rest assured, Maiko never backed out of the fight, his biography explained, adding that this dog embodies what it means to be a Ranger... Losing Maiko is devastating for everything he knew and worked with him. According to a 2017 Bloomberg News report, there are roughly 1,600 military working dogs in the field serving or helping veterans. These dogs undergo extensive training, and a fully trained military dog costs approximately the same amount as a small missile. Maiko was purchased by the Regimental Dog Program in 2012 and put through the Regiment Basic/Advanced Handler course before he was eventually assigned to the 75th Ranger Regiment 2nd Battalion. During his career, he was cared for by five different handlers. This article originally appeared on Business Insider. Follow @BusinessInsider on Twitter. Just before New Year's Eve 1973, NASA's Mission Control Center in Houston lost contact with the crew of Skylab for 4.90 minutes no one on earth knew anything about what was happening in Earth orbit. Three crew members have been in space longer than the other people before them. The astronauts were all in orbit for the first time. All NASA knew was that the budding astronauts had a huge workload, but roughly similar to previous Skylab missions. They didn't know the crew had called a strike and stopped working completely. Skylab 4 Commander Gerald P. Carr, floating in Skylab. The Skylab crew was in space for six weeks, working on a particularly strict schedule. Given that the cost of daily work in space has been estimated at or more, there was little time to lose. NASA didn't see the problem because previous crews were working the same workload. But the crew of the last – and last – Skylab mission has been on a strict schedule longer than anyone before. The Skylab missions were designed to cross the boundaries of fast space travel, as noted by previous NASA missions. Astronauts have now tried to live in space and explore ways to prevent the suffering that has befallen previous astronauts who have spent more time in weightless orbit. Medical and scientific experiments dominated the plans, which amounted to a 24-hour working day. In addition, there was space research and spacewalks needed to sustain the station. NASA's Skylab 4 (NASA) deliberately pushed the crew even harder than other missions when it lagged behind, creating a stressful environment between the crew and hostility to mission control. Mission control became a dominant, stressful presence that only forced the crew to work excruciatingly long hours with little rest. So after being poisoned with every hour of stay in the area scheduled, they decided to take a breather and reduce contact with the ground. Some reports say they were simply floating in Skylab, watching the Earth from the windows. After the muted end and communication was restored, the astronauts were able to complete their work as planned, with less interference from below. They even have a reduced workload. But none of the astronauts ever left Earth again. The Air Force and Boeing have reached an agreement to supply the long-delayed KC-46 Pegasus tanker, with both sides expecting the first aircraft to arrive in October 2018, according to Bloomberg.Boeing's original delivery date of 18 aircraft and other materials was August 2017, but the \$44 billion program has been hit by numerous delays and setbacks, and the Air Force said this spring that it expects Boeing to fall short of the aircraft delivery deadline of October 2018 , with the first KC-46 to arrive by the end of 2018 and all 18 aircraft by spring 2019.Delivery of the first KC-46 by October 2018 is two months earlier than the Air Force anticipated. Matthew Donovan, deputy secretary of the Air Force, told Bloomberg that the timeline is aggressive but achievable. Under the new plan, an additional 17 aircraft will arrive by April 2019.The Air Force plans to buy 179 KC-46. As soon as it starts receiving them, the service will begin to phase out its older KC-10 tankers. It will hold on to 300 of its KC-135 tankers, which average 55 years. This would expand the tanker fleet to 479 KC-135 and KC-46 from the current 455 KC-135 and KC-10. A KC-46 Pegasus refuels its A-10 Thunderbolt. July 15, 2016. (Boeing photo by John D. Parker) Under their contract, Boeing is responsible for costs beyond the Air Force's \$4.82 billion commitment. However, delays in deliveries could mean that the Air Force will have to keep 19 KC-135s operating until 2023 costs up to \$10 million per aircraft per year. The most serious problem for a tanker is the risk that its refueling boom will scrape the surface of fuel-receiving aircraft, potentially damaging the stealth of the aircraft and potentially grounding the tanker. Other issues include the operation of the remote vision system, which is used to guide the boom; problems with the unexpected disconnection of its a-line system drogue, which is used to refuel aircraft; and concerns about the aircraft's high-frequency radio, which uses the skin of the aircraft to broadcast. The last two questions were reduced to category 2 deficiencies in early 2018.Settlement on the delivery date may mean that both sides believe that Boeing is close to resolving the tanker's deficiencies. Donovan, the deputy secretary of the Air Force, told Bloomberg that the software patch for scrapping the receiving aircraft is undergoing flight testing and that flight test verification for repairs is set for September 2018. It's reasonable to explore options'The Air Force has been trying to replace its aging tankers for years, and military officials have been critical of recent delays, though I have praised Boeing for its cooperation. Defense Secretary Jim Mattis told acquisition officials in November 2017 that he did not want to (completely) accept the faulty KC-46 tankers. In early 2018, Air Force Secretary Heather Wilson told a House Armed Services Committee that one of our frustrations with Boeing is that they are much more focused on their business than on getting it right for the Air Force and getting those planes to the Air Force. The KC-46A Pegasus deploys an austic boom for the first time, October 9, 2015. Boom is the fastest way to refuel planes at 1,200 gallons per minute. (Boeing photo by John D. Parker) Her comments came days after Donovan called on Boeing to double down on getting the program across the goal line during a visit to a KC-46 production and modification facility in Washington state. Although the KC-46 program is propped up a few inches ahead, lawmakers are looking beyond current manned tankers to adapt to emerging threats. The Senate Armed Services Committee expressed concern about the growing threat to large high-value aircraft in disputed environments and recommended an additional \$10 million for air force research, development, testing and evaluation expenses totaling \$38.4 million. While air force tankers allow greater operational availability and range for fighters and bombers, these resources are manned and increasingly difficult to protect, the committee said. Given the increasingly challenging operating environments posed by our potential adversaries, it makes sense to explore options for optionally unmanned and surviving tankers that could operate independently as part of a large, dispersed logistics fleet that could keep wear and killed in conflict, she added. Boeing explores automation for commercial aircraft, which are part of an effort to address the protracted pilot shortage, a problem that plagues both civil and military aviation. Russian aircraft manufacturer Ilyushin is also working on a similar project, working with the Kronstadt Group to develop an unmanned transport aircraft that could be used to access remote or difficult-to-reach areas. This article originally appeared on Business Insider. Follow @BusinessInsider on Twitter. Since it was announced that Spider-Man will no longer be part of the MCU, fans around the world have been devastated by the idea of a web-slinging hero already getting into battle alongside Thor, Doctor Strange, and the rest of the Avengers gang. However, it turns out that at least one person is happy that Peter Parker is returning to Sony Studios, because Joan Celia Lee, daughter of Marvel Comics legend Stan Lee, has called out Marvel for not respecting her father and the career he has built. When my father died, no one from Marvel or Disney touched me,' Joan told TMZ. From day one, they have done my father's work and never shown him or his legacy any respect or decency. In the end, he couldn't have treated my father worse than he did, ranging Marvel and Disney. It's not entirely clear what Joan refers to as Disney and Marvel, which didn't leave her after her father's death in November 2018, but it's pretty clear that she feels the studios have abused her father. She also showed her support for Sony Studios to get another chance at bringing Spider-Man to the big screen. (Marvel Studios) Marvel and Disney are looking for complete control over my father's creations to be controlled and balanced by others who, while still trying to profit, have real respect for Stan Lee and his legacy, she said. Whether it's Sony or someone else, the continued development of Stan's characters and his legacy deserves several points of view. This article originally appeared on Faterly. Follow @FaterlyHQ on Twitter. Halfway to the construction of another Navy aircraft carrier, John F. Kennedy, CVN 79, was reached at the end of August 2018 when the last superlift was dropped into place, the Huntington Ignals shipyard said in a report. The modular-building approach the shipbuilder uses involves combining smaller parts into larger pieces, called superlifts, which are equipped with wiring, pipes, ventilation and other components before being lifted into place at Kennedy. The latest superlift forms the rear of the ship between the hangar and flight decks. This is one of the heaviest to be used, consisting of 19 smaller sections and weighing 997 standard tons – roughly the same as 25 polo trucks. It is 80 feet long, about 110 feet wide and four decks in height. Below you can see Huntington's Newport News Shipbuilding Division pulling a massive superlift into place with a shipyard 1157-ton gantry crane. www.youtube.com workers have installed a number of equipment, including pumps, pipes, and ventilation, to the latest superlift before it was lifted to the ship. The modular approach allowed the shipbuilder to reach this point in construction 14 months earlier than it reached on the USS Gerald R. Ford, the navy's first Ford-class aircraft carrier, the company said. The implementation of higher levels of pre-equipment represents a significant improvement in aircraft carrier construction, allowing us to build larger structures than ever before and providing greater cost savings. Lucas Hicks, the company's vice president for the Kennedy program, said in a release. A superlift is dropped into place on the back of another Navy aircraft carrier, John F. Kennedy, August 2018. (Huntington Ignals) Huntington Ignals began construction of Kennedy in February 2011 with the ceremony of the first cut of steel. The ship's keel was laid in August 2015, and the carrier reached a 50% built mark in June 2017. The shipyard said in early 2018 that Kennedy achieved 70% and 75% structural completion, which has to do with superlifts and the number of structures built to build the ship, said Duane Bourne, media relations manager for Huntington Ignals, in an email. With a nearly 1,000-ton superlift added at the end of August 2018, work on Kennedy – structural or otherwise – is now in the middle. The ship is expected to move from a dry dock to a berth by the last quarter of 2019, which would be three months ahead of schedule. Hicks said in April 2018 that Kennedy was to be baptized and launched in November 2019 and delivered to the Navy in June 2022. USS Gerald R. Ford is underway on its own for the first time in Newport News, Virginia, April 8, 2017. (Photos of the U.S. Department of Defense) Kennedy includes many new features installed on Ford, such as an electromagnetic launch system and Advanced Arresting Gear, to assist in the launch and recovery of aircraft. (One notable feature is not part of Ford: ur.) Ford was delivered to the Navy in June 2017 - two years later than planned - and was commissioned that year. The ship came in at a cost of about \$0.9 billion, which was 23% more than estimated. Ford has faced a number of challenges and is still undergoing post-commissioning work before it can be ready for combat deployment. The Navy and Huntington Ignals said the lessons of building Ford would be applied to future carriers - though the Office of Government Accountability said in the summer of 2017 that the \$0.4 billion budget for Kennedy was unreliable and did not take into account what happened during the Ford construction. The Pentagon partially agreed with that assessment. Kennedy is the second of four Ford-class carriers the Navy plans to buy. Work has already begun on another Ford-class carrier, the Enterprise, with the ceremony of the first steel cut, which took place in August 2017.This article originally appeared on Business Insider. Follow @BusinessInsider Twitter. Twitter.

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