

## FROM THE EDITOR

Dear Reader,

A drive to the Air University Press offices in the middle of Maxwell Air Force Base, Montgomery Alabama, is a trip down airpower memory lane. From a right turn onto Chennault Circle near the B-25 Mitchell bomber and Mitchell Street—home to Air University headquarters—to our building, adjacent to the Ira C. Eaker Center for Leadership Development, the pioneers of US airpower loom large. Although these men have been immortalized in institutional memory, concrete, iron, and stone, scholarship demands we are vigilant in ensuring history accurately records details about their service.

The stories and exploits of these men represent the dawn of the age of manned combat aircraft, an age some argue is waning in the face of unmanned aerial systems. These systems headline the airpower component of Russia's war in Ukraine, and as the airpower lessons from that and other recent conflicts emerge, the US Air Force must address, among other things, latency concerns in remotely piloted aircraft and repurposing crews and missions of first-generation systems.

Successful all-domain airpower and spacepower operations in the twenty-first century are rooted in technological dominance. This means our Department's scientists and engineers must have the career opportunities to pursue their educational foci, and the DoD labs they work for should be funded and structured to allow for not simply world-class but world-leading technological development organic to the US Department of Defense.

And finally, the United States must continue to lean on its critical security partners across the globe, in our hemisphere and beyond. The *Economist* recently observed “although the war [in Ukraine] caused America and Europe to unite after the ruptures . . . the danger is that a long conflict and economic tensions will gradually pull them apart again. [Russia's president Vladimir] Putin and China's president Xi Jinping, would love that.”<sup>1</sup>

Canada, our NORAD partner, continues to be our stalwart Ally in continental security. Importantly, Canadian civilian and military air transportation coordination played a key role on 9/11 in a story not known by many Americans. And in early December 2022, we celebrated the friendship of France, one of our close Atlantic NATO Allies, with a visit by President Emmanuel Macron to the White House and to New Orleans (the first visit of a French president to the city in almost 50 years, and where, incidentally, a French-speaking resident chided him for selling Louisiana “for a loaf of bread”).<sup>2</sup> As France develops hypersonics and related military capabilities, the Department of the Air Force will continue to build on its valuable partnership with the French Air and Space Force

---

1. “Frozen Out,” *Economist*, November 26 – December 2, 2022.

2. Roger Cohen, “As Macron Loses His Sheen at Home, Harmonious U.S. Visit Is ‘Regenerative,’” *New York Times*, December 2, 2022, <https://www.nytimes.com/>.

## FROM THE EDITOR

Our Winter 2022 authors explore these myriad threads. We hope you find it thought provoking. As always, we welcome informed reviews of our articles. If the review is selected for publication consideration, the author will be given the opportunity to reply to the review of the article, and the two will be published together in a future issue of the journal.

-The Editor

### Disclaimer and Copyright

The views and opinions in Air & Space Operations Review (ASOR) are those of the authors and are not officially sanctioned by any agency or department of the US government. This document and trademarks(s) contained herein are protected by law and provided for noncommercial use only. Any reproduction is subject to the Copyright Act of 1976 and applicable treaties of the United States. The authors retain all rights granted under 17 U.S.C. §106. Any reproduction requires author permission and a standard source credit line. Contact the ASOR editor for assistance: [asor@au.af.edu](mailto:asor@au.af.edu).