

From: (b) (6)
To: (b) (6)
Cc: (b) (6)
Subject: [Non-DoD Source] RE: F-47
Date: Friday, March 21, 2025 6:00:37 PM

Thanks!

(b) (6)

From: (b) (6) (b) (6)

Sent: Friday, March 21, 2025 5:59 PM

To: (b) (6) >

Cc: (b) (6)

Subject: F-47

(b) (6), In case you still need this. You can attribute to an Air Force spokesperson:

The number 47 was chosen in consultation with the Secretary of Defense and carries multiple significant meanings. It honors the legacy of the P-47, whose contributions to air superiority during World War II remain historic. Additionally, the number pays tribute to the founding year of the Air Force, while also recognizing the 47th President's pivotal support for the development of the world's first sixth-generation fighter.

Thanks, (b) (6)

(b) (6)

(b) (6)

From: (b) (6)
To: STEFANEK, ANN M CIV USAF HAF U S AIR FORCE HQ/PA
Subject: [Non-DoD Source] Re: F-47
Date: Friday, March 21, 2025 7:05:19 PM

Thank you'
Sent from my iPhone

On Mar 21, 2025, at 6:00 PM, STEFANEK, ANN M CIV USAF HAF U S AIR FORCE HQ/PA (b) (6) wrote:

(b) (6), In case you still need this. You can attribute to an Air Force spokesperson:

The number 47 was chosen in consultation with the Secretary of Defense and carries multiple significant meanings. It honors the legacy of the P-47, whose contributions to air superiority during World War II remain historic. Additionally, the number pays tribute to the founding year of the Air Force, while also recognizing the 47th President's pivotal support for the development of the world's first sixth-generation fighter.

Thanks, Ann

Ann Stefanek
Chief, Current Operations
Secretary of the Air Force Public Affairs
703-695-0640
(b) (6)

The information contained in this communication is intended for the use of the designated recipients named above. If the reader of this communication is not the intended recipient, you are hereby notified that you have received this communication in error, and that any review, dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify The Associated Press immediately by telephone at (b) (6) and delete this email. Thank you.

From: (b) (6)
To: (b) (6)
Subject: [Non-DoD Source] Re: NGAD Questions
Date: Tuesday, March 25, 2025 8:21:20 PM

I appreciate the answer. Thank you!

(b) (6)

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From: (b) (6) (b) (6)
Sent: Tuesday, March 25, 2025 7:18:32 PM
To: (b) (6)
Cc: (b) (6)
Subject: RE: NGAD Questions

General Allvin made the decision. I don't have anything to add to the information I provided previously.

(b) (6)

(b) (6)

From: (b) (6)

Sent: Tuesday, March 25, 2025 5:02 PM

To: (b) (6) (b) (6) ; (b) (6)
Cc: (b) (6)
Subject: [Non-DoD Source] Re: NGAD Questions

Hi (b) (6) -

Typically, the Air Force has chosen to honor previous aircraft with the nickname, not the designation or nomenclature.

The nomenclature system exists to maintain an orderly, non-chaotic process of naming systems. Why was it abandoned in this case? And who decided to do that?

Thanks,

(b) (6)

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From: (b) (6) /PA (b) (6)

Sent: Monday, March 24, 2025 7:21:56 PM

To: (b) (6)

Cc: (b) (6)

Subject: RE: NGAD Questions

(b) (6),

The letter “F” was chosen for Fighter. The number “47” was chosen in consultation with the Secretary of Defense and carries multiple significant meanings. It honors the legacy of the P-47, whose contributions to air superiority during World War II remain historic. Additionally, the number pays tribute to the founding year of the Air Force, while also recognizing the 47th President's pivotal support for the development of the world's first sixth-generation fighter.

(b) (6)

(b) (6)

From: (b) (6)

Sent: Monday, March 24, 2025 6:19 PM

To: (b) (6)

Cc: (b) (6) (b) (6)

Subject: [Non-DoD Source] Re: NGAD Questions

Hi (b) (6) -

I'm confused by the nomenclature. The next one in the proper fighter series would have been F-24. The F-35 was an arbitrary designation, out of sequence, but if that was normalized, then F-36 would have been the next one in the sequence.

If the NGAD represents an all-new category (speculatively, fighter/drone director) it should have been the first of that series, such as FEQ-1 or some such.

What is the explanation for the designation F-47?

Thanks!

(b) (6)

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From: (b) (6)

Sent: Monday, March 24, 2025 3:55:29 PM

To: (b) (6)

Cc: (b) (6)

(b) (6)

Subject: FW: NGAD Questions

(b) (6),

The following answers are attributable to an Air Force official:

- **What is the designation/nomenclature for the new aircraft (e.g. F-24, F-36)? What was the designation/nomenclature of the non-selected offering? (e.g. YF-24, YF-36)?**

Answer: The nomenclature for the Next Generation Air Dominance Platform is the F-47. The designator for the non-selected offering remains classified.

- **GE Aerospace and Pratt & Whitney are working on propulsion for the NGAD. At what point will a source selection be made to integrate the specific NGAP engine to the NGAD?**

Answer: NGAP's engine architecture is platform agnostic, and designs can be tailored to an extent for future fighter and other aircraft operating across various mission threads. Additionally, NGAP is leading the transformation of the propulsion industrial base by ushering in digital processes and tools to reduce future development and integration risks and timelines. The NGAP program is essential to ensure we can deliver the range, survivability, and power/thermal management propulsion capabilities necessary for long term air dominance as well as continued U.S. propulsion superiority. Both GE and P&W were awarded a contract to procure, assemble and test a prototype engine.

- **Both contractors received TMRR (Technology Maturation and Risk Reduction) contracts at the end of 2024 to keep their design teams together through the end of fiscal 2025, until a selection was made. What was the value of those contracts, and what happens to those funds now? Particularly, what happens to the funds given to the non-selected contractor? Is there a stop-work order applied? Does that company finish some kind of work or product?**

Answer: Contract timelines, costs, and capability deliveries are protected by enhanced security measures. No further details are available.

- **When is the non-selected contractor scheduled to receive a debrief on why the selection went against them? How long after that do they have to make a protest through the GAO?**

Answer: We have not conducted a debrief at this time. Any debrief will be conducted upon request of the non-selected offeror. In the event a protest is filed, the Air Force will issue a public notification. The Government Accountability Office (GAO) timeline for resolution of a protest is 100 days. We expect the GAO to take the amount of time needed to thoroughly evaluate the record and provide an assessment.

- **When will a formal contract be issued to the winning company? How much is being authorized/expended now?**

Answer: A cost-plus incentive-fee contract was awarded for Engineering and Manufacturing Development, which will mature, integrate, and test all aspects of the NGAD Platform. The contract will produce a small number of test aircraft, which will be used to perform testing. The contract also includes competitively priced options for Low-Rate Initial Production aircraft. All other details are protected by enhanced security measures

- **What can you tell us about the basis of the award? Was this based on best technical proposal? Best overall value? Ability to deliver a system the fastest? Best ability to integrate with CCAs? How was prior performance evaluated in this award? What were the distinguishing characteristics of the winning proposal?**

Answer: Proposals were evaluated against the source selection criteria in a fair, deliberate and impartial manner. The Boeing proposal represents the best overall value to the Government and is best suited to fulfill the Air Force's requirements. The USAF will not release additional details relative to the proposal

- **Who was the source selection authority? The Secretary of the Air Force? Secretary of Defense? The President? Someone else?**

Answer: The Milestone Decision Authority for the NGAD program is the Air Force Senior Acquisition Executive, who made the decision to proceed with Milestone B. As a matter of course, we do not reveal the identity of the source selection authority (SSA) in order to protect the integrity of the source selection process. This allows the SSA to operate free of any influence by outside parties and to provide an unbiased decision on the evaluation of the offerors solely based on the criteria set forth in the solicitation.

Respectfully,

(b) (6)

(b) (6)

(b) (6)

(b) (6) (b) (6)

From: (b) (6)

Sent: Friday, March 21, 2025 9:48 AM

To: (b) (6) (b) (6)

Subject: [Non-DoD Source] NGAD Questions

Hi (b) (6) -

I have some questions relative to the NGAD announcement this morning. Happy to take answers on an embargoed basis, but we'd like to get something out right away after the announcement.

- What is the designation/nomenclature for the new aircraft (e.g. F-24, F-36)? What was the designation/nomenclature of the non-selected offering? (e.g. YF-24, YF-36)?
- GE Aerospace and Pratt & Whitney are working on propulsion for the NGAD. At what point will a source selection be made to integrate the specific NGAP engine to the NGAD?
- Both contractors received TMRR (Technology Maturation and Risk Reduction) contracts at the end of 2024 to keep their design teams together through the end of fiscal 2025, until a selection was made. What was the value of those contracts, and what happens to those funds now? Particularly, what happens to the funds given to the non-selected contractor? Is there a stop-work order applied? Does that company finish some kind of work or product?
- When is the non-selected contractor scheduled to receive a debrief on why the selection went against them? How long after that do they have to make a protest through the GAO?
- When will a formal contract be issued to the winning company? How much is being authorized/expended now?
- What can you tell us about the basis of the award? Was this based on best technical proposal? Best overall value? Ability to deliver a system the fastest? Best ability to integrate with CCAs?
- How was prior performance evaluated in this award? What were the distinguishing characteristics of the winning proposal?
- Who was the source selection authority? The Secretary of the Air Force? Secretary of

Defense? The President? Someone else?

Thank you very much. Happy to discuss.

Cheers!

(b) (6)

(b) (6)

From: (b) (6)
To: (b) (6)
Cc: (b) (6)
Subject: [Non-DoD Source] Re: Question re F-47
Date: Sunday, March 23, 2025 8:36:46 PM

Thanks Ann!

From: (b) (6)
(b) (6)
Date: Saturday, March 22, 2025 at 2:41 PM
To: (b) (6)
Cc: (b) (6)
(b) (6)
Subject: RE: Question re F-47

CAUTION: EXTERNAL SENDER

(b) (6), Sorry for the delay. I'm just now catching up from yesterday.

The letter "F" was chosen for Firghter. The number "47" was chosen in consultation with the Secretary of Defense and carries multiple significant meanings. It honors the legacy of the P-47, whose contributions to air superiority during World War II remain historic. Additionally, the number pays tribute to the founding year of the Air Force, while also recognizing the 47th President's pivotal support for the development of the world's first sixth-generation fighter.

(b) (6)

(b) (6)

From: (b) (6)
Sent: Friday, March 21, 2025 2:22 PM
To: (b) (6) (b) (6)
Subject: [Non-DoD Source] Question re F-47

Hi Ann! On background, could you tell me if the F-47 is 47 b/c of Trump the 47th president?
Thanks (b) (6)

From: (b) (6)
To: [WHITE, DALE R Lt Gen USAF HAF SAF/AQ](#)
Cc: [HERRITAGE, TIMOTHY A Brig Gen USAF HAF SAF/PA](#); (b) (6)
Subject: Coordinate with SECDEF Office
Date: Friday, March 21, 2025 3:33:00 PM

Sir, Request coordination with SECDEF office. We need by 1700 if at all possible.

The number 47 was chosen in consultation with the Secretary of Defense and carries multiple significant meanings. It honors the legacy of the P-47, whose contributions to air superiority during World War II remain historic. Additionally, the number pays tribute to the founding year of the Air Force, while also recognizing the 47th President's pivotal support for the development of the world's first sixth-generation fighter.

Thanks, (b) (6)

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(b) (6)
(b) (6)
(b) (6)

From: [HERRITAGE, TIMOTHY A Brig Gen USAF HAF SAF/PA](#)
To: (b) (6) (b) (6)
Subject: FW: CSAF Request: P-47
Date: Monday, March 24, 2025 11:25:01 AM
Attachments: [TP - P-47 Thunderbolt History.docx](#)

From: (b) (6)
Sent: Monday, March 24, 2025 10:27 AM
To: HERRITAGE, TIMOTHY A Brig Gen USAF HAF SAF/PA (b) (6) (b) (6)
(b) (6)
Cc: (b) (6)
(b) (6)
(b) (6)
Subject: FW: CSAF Request: P-47

Good morning Brig Gen Herritage...

AF/HO produced a talking paper for the Chief on the nomenclature Thunderbolt. We were asked to pass the talking paper to SAF/PA for any news releases or talking points.

Any questions, please let me know.

V/R,

(b) (6)

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(b) (6)
(b) (6)
(b) (6)
(b) (6)

From: (b) (6)
Sent: Thursday, March 20, 2025 3:53 PM
To: (b) (6)
(b) (6)
Cc: (b) (6)
(b) (6)
(b) (6)
Subject: RE: CSAF Request: P-47

(b) (6) ...

Attached is a 2-page talking paper on the history of the Thunderbolt. I hope this answers the questions the CSAF may have had. Any other questions or concerns, please let me know and I will have our researchers dig a little deeper.

V/R,

(b) (6)

(b) (6)

From: (b) (6)

Sent: Thursday, March 20, 2025 12:20 PM

To: (b) (6)

Cc: (b) (6)

Subject: CSAF Request: P-47

Importance: High

Good morning sir,

I spoke with your office this morning about an urgent RFI from CSAF.

Can you provide some historical background on the P-47 naming convention and a little background about how the aircraft provided access to airpower in WWII?

Please let me know if you need any clarification. Thanks!

v/r,

(b) (6)

(b) (6)

From: (b) (6)
To: (b) (6)
Cc: (b) (6) [HERRITAGE, TIMOTHY](#)
[A Brig Gen USAF HAF SAF/PA](#)
Subject: RE: Coordinate with SECDEF Office
Date: Friday, March 21, 2025 5:13:50 PM

Good Afternoon Ma'am

Can you please send the proposed response to OSD Public Affairs?

Lt Gen White ran this response by (b) (6) and he (b) (6) is good with the response after OSD PA concurs.

v/r,

(b) (6)

(b) (6)

From: (b) (6) (b) (6)

Sent: Friday, March 21, 2025 3:33 PM

To: WHITE, DALE R Lt Gen USAF HAF SAF/AQ (b) (6)

Cc: HERRITAGE, TIMOTHY A Brig Gen USAF HAF SAF/PA (b) (6)

Subject: Coordinate with SECDEF Office

Sir, Request coordination with SECDEF office. We need by 1700 if at all possible.

The number 47 was chosen in consultation with the Secretary of Defense and carries multiple significant meanings. It honors the legacy of the P-47, whose contributions to air superiority during World War II remain historic. Additionally, the number pays tribute to the founding year of the Air Force, while also recognizing the 47th President's pivotal support for the development of the world's first sixth-generation fighter.

Thanks, (b) (6)

(b) (6)

[REDACTED]

[REDACTED]

[REDACTED]

(b) (6)

TALKING PAPER
ON
P-47 THUNDERBOLT

The Name: Republic Aviation had a tradition of calling all their aircraft Thunder-something, these included: Thunderbolt (P-47), Thunderchief (F-105), Thunderflash (RF-84K), Thunderjet (F-84), Thunderstreak (F-84F). The A-10 Thunderbolt II, built by Fairchild Republic, comes from the P-47 because it was effective at attacking ground targets.

Airmen also have a way of giving unofficial nicknames. For instance, the P-47 was at first called the “Juggernaut,” but later shortened to just “Jug.” The fact that the P-47 resembled a glass milk bottle on its side, with the bottom pointing to the front helped this unofficial name catch on.

The Aircraft: Republic P-47 Thunderbolt, a single-engine, single-seat escort fighter and fighter-bomber, was conceived, tested, produced, and put into action wholly within the period of World War II. P-47 Thunderbolts equipped SAC, TAC and ADC squadrons for a few postwar years. They subsequently reached the Air National Guard and did not completely pass out of service until 1955. The P-47 was the Air Force’s last radial-engine fighter. Republic Aviation produced 15,686 P-47 aircraft; the US built more P-47s than any other fighter aircraft.

WWII Use: Deliveries of the P-47B began in 1942 and by November the three squadrons of the 56th Fighter Group (61st, 62nd and 63rd Fighter Squadrons), nicknamed “Zemke’s Wolfpack” after the Group’s commander, Colonel Hubert “Hub” Zemke, were in England. They were followed by the 78th Fighter Group (82nd, 83rd and 84th Fighter Squadrons) in April 1943 with P-47s. Flying at first as escorts for the Eighth Air Force’s B-17 and B-24 heavy bombers on their combat missions.

Zemke’s Wolfpack destroyed more enemy aircraft than any other Eighth Air Force Fighter Group. It also had more fighter aces than any other AAF Group. The top scoring fighter aces, Francis Gabreski and Robert Johnson were members of the 56th, which was the first AAF Group to fly the P-47 and the only Eighth Air Force Fighter Group to fly the P-47 throughout hostilities in Europe

The 78th Fighter Group also had exceptional results from the P-47, as the very first Eighth Air Force Ace, Captain Charles London, was flying a P-47 on 30 July 1943, and it also had the first ‘triple kill’ on one mission by an Eighth Air Force Fighter Command pilot, Major Eugene Roberts, on 30 July 1943.

In Europe, the P-47 became a mainstay for air-to-ground support, highlighted by the extremely close working relationship between Lt Gen George S. Patton, Third Army Commander and XIX Tactical Air Command Commander, Brigadier General Otto P. Weyland. Over the course of the battle for France, they developed the teamwork, cooperation, experience, necessary to mold a first-class fighting team. During the final campaign, Weyland and his P-47 airmen continued to take liberties with formal doctrine as conditions dictated. When the air-ground team faced more

mobile conditions after the Rhine crossing in late March, his command developed new means to decentralize control of armed reconnaissance and close air support missions in the field. These actions went far toward providing Third Army's corps and division with their own rapid-response air arm. Weyland relied not only on mastery of the air, but also on the experience, trust, and confidence of the air-ground team, from the top echelon to the lower levels of command

The Thunderbolt was probably the best ground-attack aircraft fielded by the United States. From D-Day, the invasion of Europe launched June 8, 1944, until VE day on May 7, 1945, pilots flying the Thunderbolt destroyed the following enemy equipment:

- 86,000 railway cars
- 9,000 locomotives
- 6,000 armored fighting vehicles
- 68,000 trucks

The final version of the Thunderbolt, the P-47N, was produced solely for service in the Pacific area, and had the greatest range of any P-47 model: 800 miles. The significant difference lay in the wing, which had an 18-inch greater span and strengthened to carry two 93-gallon fuel tanks internally in addition to the two drop tanks. They flew escort missions with B-29 Superfortresses attacking the Japanese mainland in the closing stages of the War.

The last Thunderbolt left the Air National Guard inventory in 1954, but many other countries operated them for some years after that.

Notable Thunderbolt Pilots:

Colonel Glenn E. Duncan, the commanding officer of the 353rd Fighter Group, was one of the pioneers of ground attack in the Thunderbolt and once headed a group known as "Bill's Buzz Boys" who perfected the strafing techniques that were used by VIII Fighter Command. His 19 aerial victories indicated his prowess in that department, as well

First to better the 26 victory World War I record of Captain Eddie Rickenbacker was Major Robert S. Johnson. Originally reprimanded as a loner, he went on to score 28 times while flying Thunderbolts with the 56th Fighter Group.

Major Fred J. Christensen of the 56th Fighter Group was the first pilot in the Eighth Air Force to down six enemy aircraft in one day. When he finished up his combat tour, he had 21 ½ German aircraft to his credit.

Lt Col Francis S. Gabreski scored one triple and eight doubles with the 56th Fighter Group and wound up with a total of 28 confirmed aerial victories before he was shot down on a ground strafing mission. Gabreski went on to become an ace once more during the Korean conflict.