

DEPARTMENT OF THE AIR FORCE

**PRESENTATION TO THE SUBCOMMITTEE ON TERRORISM,
UNCONVENTIONAL THREATS AND CAPABILITIES**

AND

SUBCOMMITTEE ON READINESS

COMMITTEE ON ARMED SERVICES

UNITED STATES HOUSE OF REPRESENTATIVES

SUBJECT: ALTERNATIVE ENERGY AND ENERGY EFFICIENCY

**STATEMENT OF: MR. MICHAEL A. AIMONE, ASSISTANT
DEPUTY CHIEF OF STAFF LOGISTICS,
INSTALLATIONS AND MISSION SUPPORT
UNITED STATES AIR FORCE**

SEPTEMBER 26, 2006

**NOT FOR PUBLICATION UNTIL RELEASED
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UNITED STATES HOUSE OF REPRESENTATIVES**

**WITNESS STATEMENT OF
MR. MICHAEL AIMONE,
ASSISTANT DEPUTY CHIEF OF STAFF
LOGISTICS, INSTALLATIONS & MISSION SUPPORT
BEFORE THE
SUBCOMMITTEE ON TERRORISM AND UNCONVENTIONAL THREATS
AND CAPABILITIES AND SUBCOMMITTEE ON READINESS
SEPTEMBER 26, 2006**

Chairman Hefley, Chairman Saxton, Congressman Ortiz, Congressman Meehan, and distinguished members of the committee, I thank you for the opportunity to appear today to describe to you the Air Force new Energy Strategy for the 21st Century, and some preliminary results from our recent flight of a B-52 Stratofortress bomber using a blend of synthetic and crude-oil based jet fuel.

As stated, I am Mike Aimone, and I work for the Deputy Chief of Staff for Logistics, Installations and Mission Support, Headquarters United States Air Force. I have 37 years of experience working for the Air Force as a facility engineer and logistician, and have the responsibility for guiding the Air Force Energy Program.

In the aftermath of the Hurricanes that impacted the Gulf of Mexico last summer, the Secretary of the Air Force directed extraordinary actions by all Airmen to help mitigate the resultant energy issues that faced the Air Force and the Nation. One of his first actions was to direct the Under Secretary of the Air Force, Dr. Ron Segal, to oversee an aggressive new energy strategy.

Dr. Sega immediately directed the stand up of a Senior Focus Group on energy to address these concerns. The group, which consists of the 3-star General Officers of key staff offices, along with the Chief Scientist of the Air Force, has met five times and published an energy strategy to guide our Department's energy efforts.

The vision that drives the new Air Force Energy strategy is: "creating a culture where Airmen make energy a consideration in every action."

Our strategy is two-fold: First, ensuring energy supply side assurance to critical fuel and utilities is achieved to meet Commandant Commander's requirements, and second, identifying aggressive demand side conservation initiatives focused on aviation operations, ground transportation fleet management, and an accelerated installation energy conservation program.

Recently the Secretary of the Air Force issued a Letter to Airmen on energy conservation. The Secretary summarized the myriad of energy initiatives undertaken in the past year, and implored every Airman to develop new ways to personally and organizationally use energy more efficiently.

Two weeks ago, the Vice Chief of Staff of the Air Force proclaimed October as Energy Awareness Month in a continued effort to cement our vision of creating an environment where Airmen conserve energy as an integral part of their daily activities.

Mr. Chairmen and members of the Subcommittees, I am sure you are most interested in the Air Force's dramatic flight of a B-52 Stratofortress bomber powered partially by synthetic fuel manufactured from a pilot Synthetic Fuels manufacturing facility operating in Tulsa, Oklahoma. This flight took place on Tuesday, September 19, 2006.

Earlier this year the Secretary of the Air Force directed Air Force Materiel Command to take on a project to procure synthetic fuel, static ground test the fuel on engine test stands at the Oklahoma City Air Logistics Center at Tinker AFB, Oklahoma City, Oklahoma, and, if ground tests were successful, conduct an aviation flight demonstration at the Air Force Flight Test Center, Edwards Air Force Base, California. To ensure maximum crew safety in the first US military jet aircraft powered by synthetic manufactured liquid hydrocarbons, the test was conducted using a 50/50 blend of crude-oil refined jet fuel and synthetically manufactured product. Also, the first flight was arranged so that only a single pod of 2 engines were powered by the blend. The remaining 6 engines of the aircraft used crude-oil refined jet fuel. The first flight occurred on the morning of Tuesday, September 19, 2006, and while there was an unrelated mechanical issue with the aircraft, 3 hours of flight time occurred demonstrating the applicability of Synthetic fuel for military aviation use.

At the writing of this statement, two additional flights are planned, including flying the aircraft on all 8 engines powered by a 50/50 blend of synthetic and crude-based fuel. To date, the aircraft has flown over 6 hours, and combined with over 50 hours of

engine tests on the ground, we have not seen any deleterious effects on the engine, fuel system or in the ground support equipment.

On a technical note the synthetic fuel manufactured by the Fisher-Tropsch process has no sulfur and aromatic content, thus, in its “neat” form, it does not create smog producing Sulfur Dioxide or particulate matter.

This aviation flight demonstration is the first step the Secretary of the Air Force envisions to achieve the goal where at least 50% of our aviation fuel is derived by domestic assured sources of supply by 2016. More flight-testing and airworthiness certification of the fuel is required, and the Air Force has outlined a multi-year effort to make our goal a reality.

We know we cannot accomplish our vision without the full support and cooperation of industry, and specifically with respect to aviation operations, without the support of the Federal Aviation Administration. We have partnered with industry throughout our planning and flight testing, and next month we will meet with the commercial aviation industry for the second time in Atlanta, Georgia, under the auspices of the Air Transport Association and the Federal Aviation Administration. Our collective goal in these meetings is to ensure we build a road map to early and successful adoption of synthetic fuels for the aviation transportation sector.

To better understand the industry, we have undertaken two additional efforts. First, with the support of the Services, the Defense Logistics Agency conducted an extensive market survey through a Request for Information. I am pleased to be joined at the witness table today by my colleague and friend, Mr. Dick Connelly. Mr. Connelly will report to you on the results of that market survey. Secondly, we have partnered with the Department of Energy and the Environmental Protection Agency in an effort to quantify the technical and economic issues associated with Synthetic fuel.

Mr. Chairmen, and members of the Subcommittees, I stand ready to answer any questions you might have.