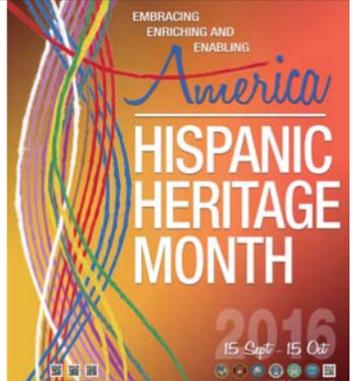


KADENA SHOGUN WEEKLY NEWS

AMURAI GATE



AIR NEWS Number 9 - Issue 37

VALLIANT SHIELD INTEGRATES JOINT TRAINING AMONG U.S. FORCES

(U.S. Air Force photo by Tech. Sgt. Richard P. Ebensberger) An F-15 Eagle assigned to the 44th Fighter Squadron, Kadena Air Base, takes off during Exercise Valiant Shield at Andersen Air Force Base, Guam, Sept. 14. Valiant Shield is a biennial U.S. Air Force, Navy and Marine Corps exercise held in Guam, focusing on real-world proficiency in sustaining joint forces at sea, in the air, on land and in cyberspace.

PACAF civil engineers improve airfield repair skills



A joint team of U.S. Air Force Airmen from the Kadena, Yakota and Misawa civil engineer squadrons cut through the concrete on the simulated flightline during rapid airfield damage repair training Sept. 15, at Kadena Air Base. The Air Force Civil Engineer Center at Tyndall Air Force Base, Fla., selected Kadena as a test base for the RADR program because of its key location in the Pacific theater.

(U.S. Air Force photo by Senior Airman Stephen G. Eigel)

By Senior Airman Stephen G. Eigel
18th Wing Public Affairs
9/16/2016 — The Civil Engineer Squadrons from Kadena, Yakota and Misawa Air Bases teamed up here with the Air Force Civil Engineer Center to conduct training for the new rapid airfield damage repair (RADR) technique Sept. 12-15.
Operations in Iraq, Afghanistan and other locations have highlighted a need for better methods to quickly and effectively establish or improve airfields. Craters, spalls, and other conditions that limit airfield use can create costly delays not adequately resolved by old techniques.

The Air Force Civil Engineer Center at Tyndall Air Force Base, Fla., selected Kadena as a test base for the RADR program because of its key location in the Pacific.
“This is a significant step forward that provides new capabilities in addition to traditional rapid runway repair,” said Master Sgt. Matthew Novack, 18th Civil Engineer Squadron section chief of requirements and optimization. “This is the first time we have been able to conduct operations like this on an active runway in more than a decade.”
During the RADR training, Airmen clear the debris from the surface of the flightline using heavy equipment.

Next, they cut a square around the damaged areas or craters with specialized saws, then the remaining concrete is removed. After the concrete is removed they fill the hole in with a low-strength concrete and finally cap it with a rapid-set hard concrete.
This process can be done quickly in combat situations so airfield operations can resume. It’s estimated that 3,000 aircraft of any size or weight can pass over the restored area without causing degradation to the runway. This means Airmen won’t have to return later to conduct maintenance on the same areas.
SEE REPAIR SKILLS PAGE 2