



Webinar, Thursday 15th, 7:00 PM ET

Jon Ogg, Bennett Croswell, Jimmy Reed

The Great Engine War

Request for Proposal for the Alternate Fighter Engine Competition: Each offer should include three options: (1) a price for one purchase order covering three years and three 'not-to-exceed price options' for the Air Force to make annual purchases for an additional three years; (2) a price for a five-year purchase order with one not-to-exceed price option. [cite: 2.1.3]

Please join the AIAA Niagara Frontier Section this month for an analysis of the Great Engine War by three senior aerospace industry veterans who were there. This industry-changing competition pitted incumbent Pratt & Whitney against General Electric Aviation in a battle to power the Air Force's frontline F-15 and F-16 fighters after nearly 5 years of issues with the Pratt & Whitney F100 engine originally powering both aircraft. The presentation will cover the impetus for rapidly fielding a high-performance fighter to replace the F-4, subsequent events leading up to the competition, and the key milestones and stakeholders involved that led to the introduction of the F110-GE-100 engine into the Air Force inventory. Following the Air Force contract award, the F110's momentum continued to build. The engine soon replaced the Pratt & Whitney TF30 in much of the Navy's F-14 fleet, while nearly half of all international F-16 partners also opted for General Electric.

A summary of lessons learned will followed by a discussion of the problems with the F100 that led to the competition. In particular, the nature and extent of endurance qualification testing for the F100 was woefully insufficient to uncover early failures that plagued the fleet shortly after fielding. The present institutionalization of Accelerated Mission Testing as the gold standard for Air Force and Navy engine qualification can be directly traced to lessons learned from the F100-PW-100 development and fielding.

Our webinar features three distinguished aerospace veterans – Jon S. Ogg brings over 50 years of experience as a propulsion engineering authority, having served as the General Electric F110 Chief Engineer and the Air Force Chief Engineer for the F-22 Raptor. Bennett M. Croswell is the retired President of Pratt & Whitney's Military Engines business, capping off a 38-year career where he oversaw engines including the F100 for the F-15 and F-16. Joining them is Jimmy B. Reed, Jr., a retired Pratt & Whitney executive who served as the Executive Director of Advanced Engine Programs, directing a \$700M technology contract portfolio with U.S. Government agencies and Weapon Systems Contractors.

Pre-registration is required. Go to upcoming events at nf-aiaa.org to register for your Zoom invite to attend.