

QwikConnect®

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GLENAIR SALUTES
**The World's
Longest-Serving
Warbirds**

**2026 Calendar
Edition**

Glenair®



B-52 Stratofortress (USAF, 1955–present)

The Boeing-made B-52 is an enduring symbol of strategic airpower—first flown in 1952, entering service in 1955, and expected to serve well past 2050. Originally designed for nuclear deterrence, the Stratofortress proved equally formidable in conventional bombing missions. Its longevity is due to a steady stream of upgrades including advanced avionics, precision-guided munitions, and electronic warfare suites. (U.S. Air Force photo: Senior Airman Kate Bragg).

JANUARY 2026

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 New Year's Day	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31



KC-135 Stratotanker (USAF, 1957–present)

The KC-135 entered service at the dawn of the jet age as the world's first dedicated aerial refueling jet. It was built on the Boeing 707 airliner frame and remains indispensable after nearly 70 years of service. Modern upgrades include digital cockpits, reinforced airframes, new avionics, and upgraded engines. Despite the development of the KC-46 Pegasus, the KC-135 remains the backbone of U.S. and NATO refueling fleets. (U.S. Air Force photo: Airman 1st Class Clayton Cupit).



FEBRUARY 2026

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

Valentine's Day

Presidents Day



U-2 Dragon Lady (USAF, 1956–present)

The Lockheed U-2, nicknamed the "Dragon Lady," was a Cold War reconnaissance marvel — capable of photographing Soviet installations at cruising altitudes well above 70,000 feet. First flown in 1955, and despite the advent of satellites and drones, the U-2 has survived to serve into the 21st century through periodic upgrades including digital sensors, advanced signals intelligence gear, and real-time battlefield networking capabilities. (U.S. Air Force photo: Staff Sgt. Kentavist P. Brackin).

MARCH 2026

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
		St. Patrick's Day			First Day of Spring	
22	23	24	25	26	27	28
29	30	31				



C-130 Hercules (USAF, NATO, 1956–present)

The Lockheed C-130 is the workhorse of tactical airlift, serving in every NATO air arm since the 1950s. Its short-field performance, rugged design, and versatility (cargo, medevac, gunship, electronic warfare, search and rescue) explain its survival. The latest C-130J “Super Hercules” features modern avionics, new engines with six-bladed propellers, and improved fuel efficiency. (U.S. Air Force Photo: Senior Airman Ian Beckley).



APRIL 2026

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 April Fools' Day	2	3	4
5 Easter	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		



F-15 Eagle (USAF and allied forces, 1976–present)

The F-15 Eagle, developed by McDonnell Douglas in the late 1960s, was designed as a high-performance air superiority fighter, combining speed, maneuverability, and advanced avionics. Entering service in 1976, it has evolved through upgrade variants including the F-15C/D with improved radar and electronics, and the F-15E Strike Eagle optimized for ground attack. Renowned for its exceptional combat record with over 100 aerial victories and no losses, the F-15 remains a key asset in U.S. and allied air forces. (U.S. Air Force photo: Lt. Col. Matthew Olde).



MAY 2026

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8	9
10 Mother's Day	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25 Memorial Day	26	27	28	29	30
31						



F-4 Phantom II (USAF / NATO, 1960s–present)

Developed by McDonnell, the F-4 Phantom II entered service in 1963 as a versatile supersonic fighter-bomber. Known for its speed, payload, and long-range capability, it served in air-to-air and air-to-ground roles for decades. Continuous upgrades to avionics, engines, and weapons allowed NATO allies to operate it long after U.S. retirement, cementing its legacy as one of the most iconic Cold War-era fighters. (U.S. Air Force photo).

JUNE 2026						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
Father's Day First Day of Summer						
28	29	30				

Make Like a Flyboy

Many colorful expressions from pilots, controllers, and engineers have slipped into everyday speech. Here are some favorites:



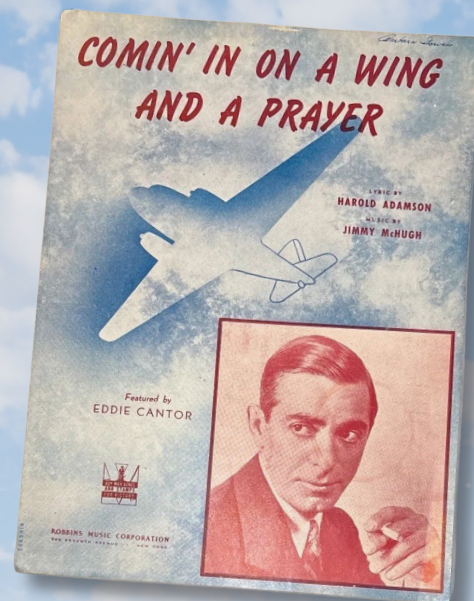
"Flying by the seat of your pants." In early aviation, pilots had no instruments — they relied on body sensations like pressure against the seat or a tug in the stomach to sense flight conditions and direction. For the rest of us, it means trusting your instincts when data is lacking.



"On autopilot." Created to ease long flights, autopilot controls kept planes on course without pilot input. For the rest of us, it describes moving through routine tasks mechanically, without thought.



"Mayday!" Coined in the 1920s from the French m'aidez ("help me"), it is the worldwide universal distress call. In daily life, it is also shorthand for any urgent plea for assistance.



"Holding pattern." When skies are crowded, planes circle until cleared to land. Off the runway, it means getting stuck, such as in traffic, with no forward progress.

"Comin' in on a wing and a prayer."

Military pilots use this term to describe a damaged, shot-up aircraft landing. Regular folks use the same term to describe the miracle of finishing a project against all odds.



“Flying blind.” Originally, navigating without visibility—only instruments and instinct to rely on. In everyday parlance, it means pressing forward without guidance, clear information, or certainty.

“Pushback.” The act of reversing an aircraft away from its gate. In daily life, resistance or opposition to an idea.



“Soft landing.” Every pilot’s goal on touchdown. Economists borrowed it to mean easing into a downturn without a crash.



“Push the envelope.”
In flight as in life, to go beyond established limits, or attempt something altogether new.



“Dead stick landing.” Bringing an aircraft down with no engine power—gliding in on skill alone. Non-pilots use the term to mean completing a difficult task after the loss of critical resources.



“In the slipstream.” Pilots sometimes coast in formation in the calm air behind another aircraft to save fuel. Likewise, people sometimes advance on another’s momentum—akin to riding on their coattails.

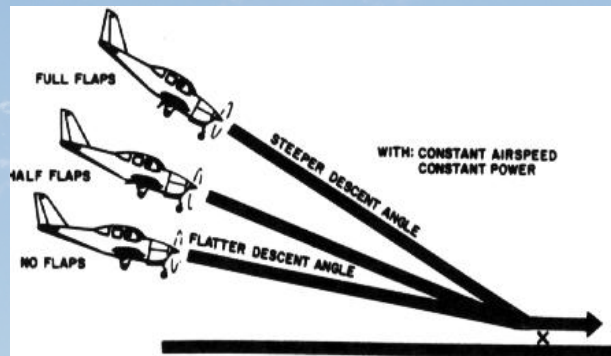


Figure 9-4 Effect of Flaps on Approach Angle

“Final approach.” The last segment before touchdown, when focus is on a clean landing. Figuratively, it marks the home stretch of any task or project.



T-38 Talon (USAF, 1961–present)

Entering service in 1961, the Northrop T-38 remains the world's first advanced supersonic trainer for the USAF and other fighter and bomber pilots. The sleek aircraft has stood the test of time, thanks to service-life extension programs, cockpit digitalization, improved ejection seats, and rugged structural reinforcements. Though it will eventually yield to the T-7 Red Hawk, the Talon nevertheless continues to shape the skills of new aviators the world over. (U.S. Air Force photo: Steve White).

JULY 2026

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4 Independence Day
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	



F-5 Freedom Fighter / Tiger II (USAF / NATO, 1962–present)

Northrop's F-5, a lightweight fighter introduced in the early 1960s, found favor in NATO and allied air forces for its simplicity, agility, and low cost. Though outclassed by modern fighters in air combat, the F-5 endures in training and aggressor roles—notably as a dissimilar air combat trainer simulating enemy aircraft. Upgrade paths have included modernized radar, precision weapon integration, and digital cockpits. Its role as a tactical trainer continues today in Switzerland, Norway, and elsewhere. (U.S. Air Force photo).



AUGUST 2026

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					



C-5 Galaxy (USAF, 1970–present)

Developed by Lockheed, the C-5 Galaxy entered service in 1970 as a strategic airlifter capable of transporting massive cargo—from tanks to helicopters. Its distinctive lift nose for drive-on/drive-off loading, enormous wingspan, and long range have made it essential for global operations. Continuous upgrades, including the C-5M Super Galaxy program with new engines and modern avionics, have enabled the C-5 Galaxy to continue in both combat and humanitarian mission-support roles to the current day. (U.S. Air Force photo).

SEPTEMBER 2026

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
	6	7 Labor Day	8	9	10	11 Patriot Day
	13	14	15	16	17	18
	20	21	22 First Day of Autumn	23	24	25
	27	28	29	30		



UH-1 Iroquois "Huey" (U.S. Army, 1959–present)

The Bell UH-1 "Huey" defined rotary-wing operations during the Vietnam War, becoming a global icon of military aviation. Introduced in 1959, it revolutionized battlefield mobility, medical evacuation, and close air support. Upgraded versions (UH-1H and later) with new engines, digital avionics, and reinforced airframes remain in NATO and allied service today. (U.S. Air Force photo: Airman 1st Class Lawrence Sena).

OCTOBER 2026

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
						Halloween



CH-47 Chinook (U.S. Army, 1962–present)

Boeing's CH-47 Chinook, with its distinctive tandem rotors, remains NATO's heavy-lift helicopter after more than six decades of service. First fielded in 1962, it has continuously evolved with advanced digital cockpits, composite rotor blades, upgraded engines, and next-generation defensive systems. Despite its age, it remains unmatched in its ability to lift troops, artillery, and supplies, and will continue flying into the 2060s under the Block II modernization program. (U.S. Army Photo: Scott T. Sturkol).

NOVEMBER 2026

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11 Veterans Day	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26 Thanksgiving Day	27	28
29	30					



Sea King SH-3 (NATO, 1961–present)

Developed by Sikorsky and license-built by Westland, the Sea King entered service in 1961 as an anti-submarine and surface ship warfare platform. Its amphibious hull and versatility allowed roles in search-and-rescue, troop transport, and even VIP duties (flying U.S. presidents as "Marine One"). Continuous upgrades added digital sonar, radar, avionics, and new engines. Though retired in the U.S., the Sea King remains active in several NATO navies. (U.S. Navy photo: Kevin H. Tierney).

DECEMBER 2026						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
	First Day of Winter			Christmas Eve	Christmas	
27	28	29	30	31		
				New Year's Eve		

Outlook

70 Years and Counting

The Lockheed C-130 Hercules first took flight in the early 1950s when the U.S. Air Force asked Lockheed for a versatile, go-anywhere transport that could haul troops and cargo into rough, short airstrips. Lockheed engineers, led by Kelly Johnson and Willis Hawkins, answered the call with a four-engine turboprop that was sturdy, powerful, and exceptionally nimble. The first prototype flew on August 23, 1954, from Burbank to Edwards Air Force Base. Production quickly followed, with operational C-130A deliveries beginning in 1956—marking the start of what would become one of the longest-running and most successful military aircraft production programs in history.

1956 of course marked another landmark in aviation history, the birth of a modest backshell and cable company next door in Glendale, California, called Glenair. And would it surprise you to know that 70 years later we are still supplying parts and interconnect assemblies for the C-130? We like to remind folks that we never obsolete a product. In fact, we take the opposite approach by both continuing to supply legacy backshell components and cables, even as we invent the industry's most innovative, next-generation interconnect solutions—solutions that meet the demand for higher speeds, lighter weights, and more rugged environmental performance.

As long-in-the-tooth military aircraft like the C-130, B-52, and others undergo their periodic upgrades, Glenair has evolved to become the go-to supplier for the interconnect wire, cable, contacts, and connectors they need. From fiber optic flight control assemblies to rugged wheel-well conduit systems, Glenair delivers—by every measure—the highest quality and fastest delivery in the military / defense and aerospace industries.

2026 marks our 70th anniversary, a business journey that has seen our enterprise graduate from a specialized supplier of cable clamps, backshells, dust caps, and other connector accessories, to the caliber of company the U.S. Air Force—and others the world over—rely on as a trusted partner to supply all their interconnect requirements. And boy do we have it all. For those of you who have not seen it, I recommend you take a look at our 70th Anniversary A-to-Z Guide to Glenair Interconnect Innovations to understand what I mean by “all.”

Returning to the issue of trust, I can tell you from long experience that trust is not something you are entitled to as a business. You have to earn it with reliable service, top-quality products, and fair and honest dealing. I know I speak for the entire Glenair team when I say with pride, that this is exactly how we have earned and kept the trust of our customers over these past 70 years. And, that we look forward to keeping up the good work for the next 70 years to come.

Chris Toomey

QwikConnect

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On the cover: Inside the cockpit of a B-52 Stratofortress. (U.S. Air Force photo by Senior Airman Apryl Hall)

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