



# X-PRESS

ARMSTRONG FLIGHT RESEARCH CENTER

Edwards, California, October 2025



## NASA ER-2 Flies Geological Earth Mapping Experiment

Suited up and ready, ER-2 pilot Kirt Stallings waits inside the transport vehicle at Edwards, California, on Thursday, Aug. 21, 2025, moments before boarding NASA Armstrong's ER-2 aircraft for a high-altitude mission supporting the Geological Earth Mapping Experiment (GEMx). Through the vehicle window, the aircraft can be seen being readied for flight.

*NASA/Christopher LC Clark*



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## See What's Up at NASA Armstrong

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## NASA's X-59 Moves at Speed of Safety



Lockheed Martin

As NASA's one-of-a-kind X-59 quiet supersonic research aircraft approaches first flight, its team is mapping every step from taxi and takeoff to cruising and landing – and their decision-making is guided by safety.

First flight will be a lower-altitude loop at about 240 mph to check system integration, kicking off a phase of flight testing focused on verifying the aircraft's airworthiness and safety. During subsequent test flights, the X-59 will go higher and faster, eventually exceeding the speed of sound. The aircraft is designed to fly supersonic while generating a quiet thump rather than a loud sonic boom.

## NASA Lab Completes New Aircraft Engine Checks



NASA/Christopher LC Clark

NASA's Armstrong Flight Research Center in Edwards, California, is building a new subscale aircraft to support increasingly complex flight research, offering a more flexible and cost-effective alternative to crewed missions.

The aircraft is being built by Justin Hall, chief pilot at NASA Armstrong's Dale Reed Subscale Flight Research Laboratory, and Justin Link, a small uncrewed aircraft pilot. The duo is replacing the center's aging MicroCub subscale aircraft with a more capable platform that will save time and reduce costs. The new aircraft spans about 14 feet from wingtip to wingtip, measures nine-and-a-half feet long, and weighs about 60 pounds.



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