The 1940s

November 1944 – General Arnold directs formation of the Scientific Advisory Group (SAG).

June 1945 – *Trans-Atlantic Memo* proposes the Air Engineering Development Center.

December 1945 – Dr. Theodore von Kármán's report *Toward New Horizons* lays the foundation for an Air Force research and development program.

March 1946 – Sverdrup & Parcel awarded contract to study possible sites for the Air Engineering Development Center.

September 1947 – The United States Air Force becomes a separate military service.

April 28, 1948 – The former Army training area Camp Forrest is named as the site for the Air Engineering Development Center.

1949 – Congress authorizes $100 million for the construction of the Air Engineering Development Center.

The 1950s

March 3, 1950 – The Secretary of Defense approves construction of the new facility.

June 2, 1950 – The Army Corps of Engineers begins construction on a perimeter fence and access road.

June 23, 1950 – Work begins on a dam on the Elk River to create a reservoir to provide cooling water for testing facilities.

June 29, 1950 – The Arnold Research Organization (ARO) is awarded a contract from the Air Force to operate AEDC for 15 months.

June 25, 1951 – President Harry S Truman dedicates the facility in honor of five-star General of the Air Force Henry "Hap" Arnold, naming it the Arnold Engineering Development Center.

Oct. 21, 1952 – PeeWee, a one-foot wind tunnel built to identify problems in the 16-foot tunnels, goes into operation at AEDC.

1953 – Construction on the Engine Test Facility (ETF) is completed.

Sept. 9, 1953 – The Falcon guided missile is placed in the test section of tunnel E-1 and is tested at nearly five times the speed of sound.

1954 – The first engine, a J47 turbojet for the B-47 bomber, is tested at a simulated altitude of 30,000 feet.

April 1954 – The first issue of *High Mach*, the center's employee newspaper, is published.

August 1954 – The Air Force executes another one-year contract, with a four-year option, with ARO.

March 27, 1957 – Escape velocity, the speed needed to leave Earth's gravity, is reached in the Gas Dynamics Facility's Hotshot 2 tunnel.

November 1957 – A jet engine is tested in the new Propulsion Wind Tunnel (PWT), validating the larger transonic wind tunnel design.

July 1959 – The supersonic circuit of the PWT facility is completed.

Oct. 30, 1959 – A facility designed for testing aerospace designs at high speeds is dedicated to Dr. Theodore von Kármán as the von Kármán Gas Dynamics facility.

The 1960s

1960 – Sverdrup and Parcel marks the 10th anniversary of the start of construction on the AEDC project.

1960 – ARO photographer Phil Tarver shoots the iconic wind tunnel photo.

July 1960 – The Air Force and ARO agree to a new contract for fiscal year 1961.

Jan. 13, 1961 – The supersonic circuit of PWT is accepted by the Air Force.

June 23, 1961 – Air Force Secretary Eugene Zuckert comes to AEDC to break ground for J-4, the world's largest rocket altitude cell.

Jan. 23, 1963 – Congress votes $944,000 for the construction of the J-5 rocket test facility.

Dec. 11, 1963 – The Air Force accepts both the J-4 and J-5 rocket test cells.

Dec. 19, 1963 – The first rocket engine – a Skybolt – is fired in J-5.

1964 – The J-4 Large Rocket Engine Test Facility is dedicated.

1965 – The University of Tennessee Space Institute (UTSI) is established.

1968 – A 4-foot transonic wind tunnel (4T) is added to the PWT facility.

May 9, 1969 – The McDonnell Douglas F-15 begins testing in the 16-foot supersonic wind tunnel.

The 1970s

April 1970 – ARO celebrates its 20 year anniversary.

1972 – A design contract is awarded for construction of the new Aeropropulsion Systems Test Facility (ASTF).

1972 – A launcher to determine the effect of impacts of birds on high-speed aircraft is developed.

1976 – The Department of Interior registers AEDC as a unique, natural area.

1977 – ARO is awarded a three year contract for operations at AEDC.

The 1980s

1981 – For the first time, multiple contractors begin performing work at AEDC.

1982 – Use of Computation Fluid Dynamics (CFD) begins.

Oct. 2, 1984 – Construction is completed on ASTF, the world's largest jet engine test facility.

Nov. 23, 1985 – An explosion during a test destroys the J-5 Rocket Test Facility. The facility is rebuilt a year later, ahead of schedule.

The 1990s

1992-3 – AEDC formalizes alliances with a number of commercial aerospace organizations.

1993 – The first large commercial engine test takes place.

1994 – The J-6 Large Rocket Test Facility is completed.

Oct. 1, 1995 – Sverdrup Technology and Aerospace Center Support (ACS) begin their five-year contract with AEDC.

1996 – The Decade facility is completed.

Oct. 1, 1997 – AEDC assumes management of the Hypervelocity Wind Tunnel 9 in Silver Spring, Maryland.

1998 – AEDC is named one the DoD's High-Performance Computing Centers.

The 2000s

2000 – Mark I is renovated

June 25, 2001 – Rededication of the center marks its 50th anniversary

Oct. 1, 2003 – Aerospace Testing Alliance (ATA), a joint venture between Jacobs Sverdrup, Computer Sciences Corporation and General Physics, begins a 12-year contract as the center's single contractor.

2006 – AEDC assumes control of the NFAC, located at NASA's Ames Research Center, California.

Jan. 26, 2007 – Arnold AFB receives the 2006 DoD Gen. Thomas D. White Environmental Award for Natural Resources Conservation.

June 25, 2007 – AEDC commemorates its designation as an American Institute of Aeronautics and Astronautics (AIAA) historic site.

April 7, 2008 – NFAC tests new helicopter rotor system, marking first military test since facility reactivation.

Oct. 24, 2008 – Air Force awards $26.1 million contract to produce the Space Threat Assessment Testbed ground test capability at AEDC.

Nov. 21, 2008 – AEDC and Pratt & Whitney celebrate 50-year partnership.

March 6, 2009 – The 100th rocket motor is fired in J-6.

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www.arnold.af.mil/shared/media/document/AFD-100323-069.pdf