AEDC’s Air Force Analysis Branch supports TF34 engine accelerated mission test

By Phillip Lorenz III
Aerospace Testing Alliance

Support from AEDC’s Air Force Analysis Branch recently helped bring a successful conclusion to a “challenging” Accelerated Mission Test on an upgraded TF34 engine, the power source for the A-10-Thunderbolt II, which is nicknamed “Warthog.”

Josh Hartman, AEDC Air Force test project manager, said AFA analysis engineers also contributed to the project and emphasized that the recent engine testing employed “a more blended team” than has usually been the case for previous AFTT tests.

“At one time or another, there were 80% engine or 80% facility people working in the test,” he said. “Any time it was needed, we were performing data trending and logging. They’ve been monitoring critical engine and facility parameters.”

Regarding the Air Force Analysis Branch, he said, “They’ve been responsible for steady data packages, uploading the data, trending it, as well as checking data repeatability for performance testing and correlation – they’ve done QRIs (quick look reports). Overall they have really done a lot for the test. They’ve been doing really a good job.”

The constant 24/7 monitoring of data from the TF34 AMT entry and offline data AEDC provides computational fluid dynamics expertise to Hill AFB engineers

By Patrick Ary
Aerospace Testing Alliance

At the core, AEDC strives to test and evaluate aircraft to help customers develop, qualify and improve system designs and performance. The center constantly seeks and develops technology programs to develop advanced modeling techniques and instrumentation to satisfy testing needs and keep pace with advancing aircraft, missile and space system requirements.

While business has focused on these aspects of the base’s mission, when opportunities arise to bring in money from other avenues, it’s considered. That recently happened when AEDC experts provided training to Hill Air Force Base engineers in the area of computational fluid dynamics (CFD).

Specifically, three engineers from Hill came to AEDC for training in how to use a CFD software application known as Kestrel. Kestrel is a CFD application that will give fluid analysis analysts flow field like pressures and temperatures on a fixed airframe. It is sponsored by the High Performance Computing Modernization Office (HPCMO) Computational Research and Engineering Acquisition Tools Environment (CREATE) Program.

“We are part of a small team that does analysis for modifications and sustainment of the A-10, T-38 and other Mature and Advanced Technology Assets (MATAs), such as the F-4 and F-5,” said Tristan Young, the T-38/ MAPA aeroperformance engineer at Hill AFB. “Some T-38 modeling has been done in the past through contractors, but we were limited by our manpower and capabilities. The work that is being done at AEDC will provide us with models that can be run in or modified to suit future problems.”

There are three steps in CFD analysis, according to Terrance Dubreus, AEDC project manager for the modeling and simulation capability. The first is building a computational grid, which serves as an input for the flow solver – in this case, Kestrel. Kestrel is a CFD application that came to AEDC for training in how to use the software in the computational fluid dynamics area of computational fluid dynamics (CFD).

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From left, Dr. Davey Bell, AFTT’s executive director at Edwards AFB, Chris Smith, AEDC’s technical director of the Space and Missile Ground Test Complex, Britt Covington, AEDC executive director, and Col. Geoffrey Ellazar, Jr., AFTT director of contracting, listen as Randy Gooch, Rocket Test capability manager, explains the role of the exhauster for the Rocket Development Test Cell J-4 Facility. (Far right) John Sutton, AEDC’s director of contracting, said their visitors were onsite to learn more about AEDC’s award fee determination process. (Photo by Jacqueline Cowan)

Students on a Minds in Motion tour from West Middle School in Tullahoma launch rockets they constructed out of straws, modeling clay and paper in wind tunnel 16S May 12. You can view more photos by scanning the QR code above. To find out more about AEDC’s QR codes, see the story on page 3. (Photo by Jacqueline Cowan)

Go for launch in 16S

By Philip Lorenz III
Aerospace Testing Alliance

Arnold AFB, Tenn. May 18, 2012 Vol. 59, No. 10

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Visitors from Air Force Flight Test Center tour AEDC

By Philip Lorenz III
Aerospace Testing Alliance

The tour included the Propulsion Wind Tunnel’s 16-foot transonic tunnel, the von Karman Gas Dynamics Facility and plant area, Aeropropulsion Systems Test Facility’s C-1 and C-2 Altitude Test Cells, the Rocket Development Test Cells J-3 and J-4, the Space Systems Development Chambers 7V and 10V, and the Altitude Test Cells, the Rocket Development Test Cells J-6 and plant area, Aeropropulsion Systems Test Facility’s C-1 and C-2 transonic tunnel, the von Kàrmàn Gas Dynamics Facility and cell correlation – they’ve done QRIs (quick look reports). Overall they have really done a lot for the test. They’ve been doing really a good job.”

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**The weight loss ‘secret’**

By Col. Anthony Banks

SEYMOUR-JOHNSON AIR FORCE BASE, Ohio—In June 2013, I told you about two proven tips that often do dominate the headlines in our weight loss and fitness world. The use of deceptive advertising and weight loss. Since then, we’ve added three more to our suite of fad diets and empty promises that reinforce media and cultural myths about what we should or should not be eating and doing. For our patients, let’s take a look at what the latest in standard of care looks like.

**Facts about the lemon law**

The Tennessee Division of Consumer Affairs handles hundreds of complaints each year about defective new cars. If you are a victim of a lemon, this article is for you. If you have a new car that you are looking for a fix, you can follow the steps outlined in your purchase agreement. In Tennessee, the Division of Consumer Affairs has adopted the view that if you are a consumer subject to the laws of Tennessee, you can seek legal assistance and advice if you are looking for a fix in Tennessee. To use the lemon law in Tennessee, you must have a new vehicle that has more than 12 months after the expression warranty was issued. If a car does not have the 12 months after the expression warranty was issued, you can use the lemon law to fix it. If you are looking for a fix in Tennessee, you can use the lemon law to fix it. If you are looking for a fix in Tennessee, you can use the lemon law to fix it.

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When Mike Mills, an ATA Propulsion Wind Tunnel performance engineer, proposed a plan to reduce pressure consumption in the facility’s 16-inch tunnels, the Assistant General Manager Steve Schwartz was interested. Mills said calculating the idea’s potential benefit, the tunnel’s operating manager then at a team meeting at 16 was critical to getting buy-in from the first level of management to plan a try.

“A whole host of folks who are involved with the tunnel operation think they can do this,” he said. “Work with the proj- ect, test and engineer projects who understand the facility and prepare an agreement.

“You think through the safety issues to make sure there’s no risk you’re adding. We went through that whole process with the folks who operate the facility before we put them out there for a try.”

Mills added, “The project engineers staff estimated they would reduce the cost of this test by $133,000. The benefit to everybody: ATA will use less resources and be able to advance its goals and it’s a big emphasis of the commander and the customer of the Air Force.”

Mills had conducted testing in the 16-inch tunnels for 18 years on wind tunnel (16T) early in his career at AEDC, which began in 1978.

“My primary job over the years was to set up the flow calibrations of 16T, 16N and 30T and now that’s actually taking place in the kiln (K) with the flow of the Innovative Development (IDEA) Program is an incentive which promotes the flow of the program that promotes process improvement and a culture of innovation through ideas submitted by employees. While every contract employee are all eligible to submit an idea.

Employee participation in the IDEA Program saves the Air Force a lot of money and can help drive cost reduction initiatives. Project ideas can be used to save money to improve the way we work,” said a Gibson guitar.

“Once again our work force is very creative and talented and willing to improve the way we work,” Schwartz said. “And we’re grateful they’re giving their time to this effort.”

By Raquel March Aerospace Testing Alliance

High Mach will begin utilizing Quick Response (QR) code technology to enhance communica- tion with readers.

“QR code is a form of matrix barcode or two-dimensional barcode which can store text and other information. It can be read by using a cell phone or a camera. The codes can be used to store personal contact information, including a URL, plain text, phone numbers, and more.”

Scan the QR code in this section of the newsletter to access more images.

AEDC engine energy reduction plan to save test customer 6 percent

That idea that showed the most promising reduc- tion for the tunnel pressure ratio recent self-report testing by 16T in 2013 did not succeed. When this approach was taken to the tunnel’s operating manager, he was given an opportunity to improve the idea’s potential benefit, the tunnel’s operating manager said. “We had already begun looking at energy reduction using funds provided by Lt. Col. Davis and Mark Walters in the Air Force Test Wing (PTW) Propulsion Wind Tunnel Complex office. The funds provided by Steve Schwartz allowed us to expand this work and prove the idea in the tunnel.”

I fell in love with the people,” he said. “You work with the proj- ect, test on engineering projects who understand the facility and prepare an agreement.

“Once again our work force is very creative and talented and willing to improve the way we work,” Schwartz said. “And we’re grateful they’re giving their time to this effort.”

AEDC program looking for innovative IDEAs

By Patrick Ary Aerospace Testing Alliance

Do your part – recycle this paper after reading!

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analysis on the project serves as a two-field function, according to Joshua Osborne, who, along with Reggie Floyd, conducts anadopropulsion analysis for the Air Force Analysis Branch (TSTA). The purpose of this 24-5 monitoring approach is to allow Osborne and Floyd to focus on the in-depth "offline" data analysis. Osborne said they have been able to draw from the engine that served as a baseline to compare the recently acquired data with to quantify any observed changes.

"From the historical TF34 data, you can look at [and compare] fuel flows and temperatures, which allows you to correlate how much thrust you get," he said. "Changes in the engine's performance are expected, but we specifically wanted to see how much the test and how performance parameters change. We're looking at all the data. The information that we're giving them [the customer] is engine performance parameters [including] pressures and temperatures around the compressor and turbines, engine speeds, vibrations, and fuel flow to name a few."

Osborne said Derrick Dan, Ed Walland and other AIA analysts engineer performance parameters have been extremely helpful in his learning of how to analyze engine test data. "The people who have been working with us have done an excellent job of providing a bunch of bad data and more importantly ensuring the safety of the test," Osborne said. Osborne said the team worked closely with the flight and systems and microphone from one branch (TSTA), TSTB personnel to include project managers, a second lieutenant, and Mike Dent even stood in for a day." Osborne said. "Where there are multiple instances where they've caught some issues or our data instrumentation, for instance a flow meter not reading correctly," Osborne said. "Catching things like that allows us to go to schedule and get it fixed faster so they're not constantly recording a bunch of bad data and more importantly ensure the safety of the test." Osborne acknowledged the AMT entry has provided both efficiency and sharing bandwidth information.

Gus Kamphaus, Aeronautical Systems Center (ASC) lead engineer for the TF34 Bollides Rotor Upgrade (BRRU) Comparative Improvement Program (CIP). "For example, we were able to reduce the number of water washes for the TF34 by microwaving maintenance practices.

"In summary, there's one thing that is important to us and that is it's quality of service," he said. Gaia Kamphaus, Aeronautical Systems Center (ASC) lead engineer for the TF34 Bolides Rotor Upgrade (BRRU) Comparative Improvement Program (CIP). "For example, we were able to reduce the number of water washes for the TF34 by microwaving maintenance practices.

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ATTACK restructuring transition goes smoothly

By Patrick Ayry

When the restructuring at Attack, effective April 25, most people were surprised at how smoothly it was going. The changes had been well-publicized for weeks prior to the formal implementation date, and transition occurred with very little protest. That’s the team in charge of making the transition organization functioning.

In early March, work began on implementing a reorganization of Attack’s structure. The changes were necessary because staffing levels at AEDC have been reduced, and the restructuring was hoped to bring staffing levels down in the last three years. Due to a reduction in unclassified retramed budgets, the current organizational structure needed restructuring to accommodate a smaller workforce. During this process, the organization had been called from page 2 a "house cleaning" of sorts, according to Technology and Systems Department. It was time to realign our responsibilities, restructure our departments, and streamline our operations. We had to work more efficiently and effectively, Clavette said. We had to learn to do more with less, or we would not be able to complete our mission.

The team consisted of Attack leaders who have worked together for many years, and several different groups. When the restructuring was finished, the new organization codes were entered into our department’s internal, and the new systems began to be used. The team met on a regular basis to discuss our progress and make sure we were on track. The team also met with various other departments to ensure that our new organization codes were entered into their systems, and that everyone was using the new systems properly.

Another major area the team looked at was the way we performed our work. We made sure to record and approved the work we did on a regular basis. The team worked hard and a large leading up to the transition were designed to plan and track our work to support our systems, and our systems were designed to support our work. They made sure that we were on track and that our work was being done correctly.

While this was a small issue, it caused problems for one team, according to Technology and Systems Department. It was not the only issue that they faced, but it was one of the most important.

The team also considered the importance of our work when making decisions. They took into account the potential impact of our decisions on our customers and the Air Force.

The team is working hard to make sure that our work continues to be done efficiently and effectively, and that our customers are satisfied with the results.

Breakdown of Attack restructuring

The Resource Provisioning Department

The Resource Provisioning Department was eliminated, and its functions were reassigned to the Mission Support Department. This department was responsible for providing resources to the other departments and for managing the overall budget of the organization.

The Support Services Department

The Support Services Department was renamed the Mission Support Department, and its functions were reassigned to the Mission Support Department. This department was responsible for providing support services to the other departments, such as maintenance, transportation, and security.

The Facilities Operations and Maintenance Department

The Facilities Operations and Maintenance Department was renamed the Test Assets and Support Department. This department was responsible for managing the physical infrastructure of the organization, including the buildings, facilities, and equipment.

The Performance Management Department

The Performance Management Department was expanded to include all of the performance metrics for the organization’s functions. Human Resources, Property, and Security were added to the existing Performance Department, and the department was expanded to include all of the other functions.

The Facilities Operations and Maintenance, Laboratory and Test Measurement and Diagnostic Equipment functions were reassigned to the Maintenance and Test Department. This department was responsible for managing the facilities, equipment, and laboratory services for the organization.

The Project and Design Engineering Department

The Project and Design Engineering Department was integrated with the Test and Evaluation Department, and the department was renamed the Test and Evaluation Department. This department was responsible for managing the design and development of the organization’s products and services.
When Aaron Wiser turned 18, like many young people, he found the path to take in life posed more questions than answers. Throughout high school, Wiser, a drafter for the ATA Design Engineering Branch, took courses geared toward college, but he still was on the fence about what degree to pursue and college was only a consideration at the time.

Exploring another option, he took a computer aided design and drafting (CADD) class during his senior year in high school. It was the first vocational class he had ever taken in school.

What experience “sparked” his interest in drafting and drove his decision to enroll in Shelbyville Technology Center? He still was on the fence about college and wanted to invest his money appropriately. After graduating from Shelbyville Tech, Wiser found a job doing CADD work designing houses with a company in Franklin, Tenn. The experience brought him close to considering pursuing a college degree in architecture.

“For three years, that’s all we did was design houses,” he said. “I was already going to school, I was almost ready to go for the architectural side of it, and then a job here came open for CADD.”

However, the job opening at AEDC in 2003 changed the course of his life.

“That put the study of architecture on the back burner,” he said. “Then I realized, I don’t think there’s anybody doing engineering in my family. I didn’t really know much about the engineering side of anything. That’s when I met people here and that’s when I was introduced to it [architecture]. I was able to grow and I really interested me because I like tinkering with things.”

Wiser attended Motlow State Community College for two years before transferring to the University of Tennessee at Chattanooga (UTC).

All of his hard work, both at AEDC and academically, has paid off. Wiser graduated magna cum laude from UTC with a bachelor’s degree in mechanical engineering May 5.

Shawn Carter, deputy of ATA’s Project and Design Engineering Branch, is impressed with what Wiser has been able to accomplish while at AEDC.

“Aaron is an excellent drafter who has a great work ethic and is very bright,” he said. “He has been going to school almost full-time while still keeping standing as a full-time ATA employee. Louie (Vannacott), Jeff [Ulely] and I believe that he will be an excellent engineer.”

Besides balancing a full-time job and a heavy academic load, Wiser also got married five years ago.

“My wife, Amanda, has really been a big help to me; she’s been around all the time. That’s when I was younger because you just don’t have those skills.”

Almost every stepping stone in Wiser’s education has been as part of his career.

“John McInturf has really been the biggest influence he’s an Alamance Community College,” Wiser said. “I’d go over to his house on a Sunday and say ‘can you help me explain this engineering problem?’”

John Payne, an ATA electrical designer, also took time to mentor the young man.

“He’s been a big influence on me, too,” Wiser said. “He has always been a wonderful kid with white cotton hair and a beautiful and smile growing up, never caused his parents any trouble,” she said. “Professionally he carried over the same traits from his childhood.

“Aaron works hard and will give 110 percent at everything he does. He’s been balancing a full-time job or two, going to school and he also got married at some point during such a hectic period of time.”

She added, “That’s a heck of a to tackle and take on success- fully for anyone, at any age. I’m so proud of him.”

Maureen Burke, ATA Facility Design Section manager, has enjoyed working with Wiser.

““Aaron is professional, smart, energetic and a pleas- sure to work with,” she said. “Aaron works on a va- riety of CADD projects, from mechanical drawings to civil, architectural and electrical drawings. He is a wonderful asset of our team of producers in the CADD Department. His efficiency and ability to churn out work is a major contribution to our success at meeting deadlines. He is part of a team to create a very large mechanical piping drawing for the replacement of the VKF raw water line.”

Wiser served as the vice-president of the University of Tennessee at Chattanooga chapter of the Tau Beta Pi National Honor Society.

“Aaron has been a good Vice-president, helping the president with membership duties, and has represented our local chapter to others very well,” said professor Gary H. McDonald, Ph.D., PE, mechanical engineering department head for the College of Engineer- ing & Computer Science at UTC. “I think he will be an outstanding asset to AEDC. First, an engineer in performing the various tests at AEDC, and then later in his career, I feel he possesses the personal and intellectual skills to be a good manager of both people and of technological systems.”

Wiser said he isn’t sure how long he will spend his time now that he has graduated from UTC.

“I have no clue, I could probably find millions of things to fill my time with, but I want to try to relax for a month or two.”

Aaron Wiser shares his journey from high school to working at AEDC
Employees brought cars from all generations to AEDC’s Cruise-In May 11. Employees spent almost two hours walking through the parking lot by the Administration and Engineering Building talking with coworkers about their vehicles. (Photo by Jacqueline Cowan)

AEDC’s first Cruise-In considered a success
More than $1,800 raised for base organizations

By Patrick Ary

Employees brought cars from all generations to AEDC’s Cruise-In May 11. Employees spent almost two hours walking through the parking lot by the Administration and Engineering Building talking with coworkers about their vehicles. (Photo by Jacqueline Cowan)

Almost 80 participants brought cars, motorcycles to the event May 11, and the mild, sunny weather brought out onlookers from all over the center to see the hot rods and classic cars on display.

“I think it turned out really well,” said Shaw-no DeBoer, program manager and committee member and a wine and event planner in AEDC’s von Kármán Gas Dynamics Facility. “I was expecting maybe 40 cars when we originally sent out the call for participants, so to get almost 80 is really impressive.”

The Cruise-In idea was put forth in March by AEDC Commander Col. Michael Brewer and ATA General Manager Steve Pearson as a way to spend a Friday lunch book relaxing.

“They were looking for something that was kind of a tension-breaker for the workforce,” said Dr. Ralph Jones, one of the event planners and manager of ATA’s Technology and Analysis Branch. “The prior few weeks really had the workforce focused on the end of the award fee period and associated briefings along with preparation for the Unit Compliance Inspection visit, in addition to all the activities that are normally underway at the center. They asked if we could come up with some folks who were interested in cars that would be willing to organize this, and so we came up with about a dozen names.

“We had a few in the core group that handled the early planning coordination and a number of others on the day of the event to help with parking and other duties.”

Tom Parrish, another event planner and C-2 test cell project engineer, said committee members weren’t sure how the turn-out was going to be when they started planning, but everyone turned out.

“It was surprising we had so many cars,” Parrish said. “It was great to see a wide variety of cars from the late 1930s all the way up to the late 1950s. People spent almost two hours walking through the parking lot by the Administration and Engineering Building talking with coworkers about their vehicles.”

Above, Information International Associates customer service representative Wilco Ford checks out a 1940 Oldsmobile Business Coupe, owned by Walbridge safety manager Jim Mills. He wanted to bring three more cars but couldn’t find enough people to drive them out here.

“They are a lot of pretty vehicles out here,” Hill said of the event. They’re all beautiful – those Camaros even. I’d forgotten how pretty they look because I haven’t messed with one in so long.

Some AEDC employees even brought their families out to the center to walk through the parking lot and see the different vehicles on display. The high turnout for the event has everyone involved with the planning hopeful that another Cruise-In will take place in the future.

“I don’t think there’s any question that we’re going to try to do it again next year,” Jones said. “A lot of what made it successful was obviously the participation of the planning team and the folks that showed up, but the weather played a role too. It wasn’t too hot or windy and you could smell the burgers and hot dogs cooking and the music playing in the background. It was just the perfect atmosphere.”

AEDC Children’s Cruise-In considered a success
More than $1,800 raised for base organizations

By Patrick Ary

Organizers of AEDC’s first ever Cruise-In say the event was a great success that they would like to see happen again.

Almost 80 participants brought cars, motorcycles to the event May 11, and the mild, sunny weather brought out onlookers from all over the center to see the hot rods and classic cars on display.

“I think it turned out really well,” said Shaw-no DeBoer, program manager and committee member and a wine and event planner in AEDC’s von Kármán Gas Dynamics Facility. “I was expecting maybe 40 cars when we originally sent out the call for participants, so to get almost 80 is really impressive.”

The Cruise-In idea was put forth in March by AEDC Commander Col. Michael Brewer and ATA General Manager Steve Pearson as a way to spend a Friday lunch book relaxing.

“They were looking for something that was kind of a tension-breaker for the workforce,” said Dr. Ralph Jones, one of the event planners and manager of ATA’s Technology and Analysis Branch. “The prior few weeks really had the workforce focused on the end of the award fee period and associated briefings along with preparation for the Unit Compliance Inspection visit, in addition to all the activities that are normally underway at the center. They asked if we could come up with some folks who were interested in cars that would be willing to organize this, and so we came up with about a dozen names.

“We had a few in the core group that handled the early planning coordination and a number of others on the day of the event to help with parking and other duties.”

Tom Parrish, another event planner and C-2 test cell project engineer, said committee members weren’t sure how the turn-out was going to be when they started planning, but everyone turned out.

“It was surprising we had so many cars,” Parrish said. “It was great to see a wide variety of cars from the late 1930s all the way up to the late 1950s. People spent almost two hours walking through the parking lot by the Administration and Engineering Building talking with coworkers about their vehicles.”

Employees brought cars from all generations to AEDC’s Cruise-In May 11. Employees spent almost two hours walking through the parking lot by the Administration and Engineering Building talking with coworkers about their vehicles. (Photo by Jacqueline Cowan)

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To say that electrical power at AEDC is a big deal is an understatement. When Joe Migliaccio, ATA lead test engineer at the Large Rocket Test Facility, flipped the switch to fire a CASTOR rocket motor for a well-attended test at AEDC, he had a lot on his mind, including whether there would be power.

“Since rocket testing is short duration – about one or two minutes – the probability of a power loss during that time frame seems small, but then again, with solid rockets we only get one chance to get the data,” he said. “You can’t fix it twice.”

Despite his concerns, Migliaccio is able to focus on the mission because of people like Mark Trybe, one of five power control dispatchers and operators on base who are on the job 24/7, 365 days a year.

They operate the high-voltage electrical distribution system in support of test and base support facilities at AEDC. They also work closely with TVA to balance the supply of power required for test and support missions and record a power usage based on meter readings and an estimate. Think that sounds mundane? Not at all, according to ATA dispatcher who defied the odds and proved themselves a valuable source of power.

“The ability to safely provide a massive amount of electrical power is critical to our unique environment,” said Col. Brent Peavy, AEDC’s Turbine Engine Ground Test Complex director. “The availability of power from TVA’s J6 facility in middle Tennessee was heavily weighted by the availability of power from our multipurpose facilities on fire or damaged, heavy load condition. We don’t want to have TVA get charged for maintenance in a safe way, with double and triple checking, to ensure that voltage is distributed properly to all the facility transformers in the main substation and multiple substations for the major test plants.

“Mark Trybe, one of five ATA dispatchers at Power Control, points to a gauge on the configuration panel board.
The HIFiRE flight to advance hypersonic technology

WRIGHT-PATTER-SON AFOS – An inter- national team that includes the Air Force Research Laboratory and NASA is celebrating the successful launch on May 1 of an experimental hypersonic scramjet re- search flight from the Pacific Missile Range Facility in Hawaii. NASA, AFRL and Aus- tralia’s Defence Science and Technology Organisation (DSTO) are working with a number of partners on the HIFiRE (Hyper- sonic International Flight Research Experimentation Program) program to ad- vance hypersonic flight – normally defined as begin- ning at Mach 5 – five times the speed of sound. The research program is aimed at exploring the fundamen- tal technology needed to achieve practical hypersonic flight. Being able to fly at hypersonic speeds would revolutionize high speed flight and allow researchers to provide more cost-effective access to space.

During the experiment the scramjet climbed to an altitude, accelerated from Mach 6 to Mach 8, and op- erated about 12 seconds – a huge accomplishment for flight at hypersonic speeds. It was the fourth of planned series of up to 10 flights un- der HIFiRE and the second focused on scramjet research.

The HIFiRE 2 scramjet research payload included hypersonic inertial turning inlet, followed by a scramjet combustor and dual-exhaust nozzle. In other words it looked sort of like a giant mechanical alligator, the kind without the metal clip. Over 700 instruments on board re- corded and transmitted data to researchers on the ground. The payload was developed under a partnership between the AFRL and NASA, with contributions from the Na- vys detachment at White Sands Missile Range, N.M. and ATK GSI, located in Ronkonkoma, N.Y.

“This is the first time we have flight test a hy- personic scramjet engine accelerating from Mach 6.5 to Mach 8,” said NASA Hy- ddrocarbon-fueled scramjet research combus- tor representative yet another significant achievement for the HIFiRE program, with additional test flights sched- uled in the coming months and years.

ATA publishes suicide prevention brochure

By Consetta Woosley

Due to Air Force suicide rates rising 17 percent in the first two weeks of 2012, both the Air Force and Aeronautical Testing Alliance (ATA) are taking measures to educate personnel on suicide prevention. The Vice Chief of Staff of the Air Force directed an additional Wingman Day in January specifically to address suicide preven- tion. The Wingman Day activities centered around small group discussions and covered information about suicide, depression, being resilient and asking for help.

Along with the Air- Force, ATA has taken ac- tion to address suicide prevention with the re- cent release of a brochure entitled “Suicide in the Workplace.” The brochure, a combined effort of ATA’s Human Resources and Safety and Health Depart- ments, has already been distributed to directors and branch managers.

While suicide has no deception, we can only strive to be alert for signs and in when doubt, take the bold step to encourage the person to seek assis- tance,” said ATA Human Resources Manager Mike Cunningham, “We want employees to know what avenues of assistance are available to them, and the brochure covers that along with behaviors that might be a cause for concern.”

Although the brochure was designed as a quick reference guide for manag- ers and supervisors to view what appropriate action should be taken in the event of a suicide or attempted suicide in the workplace, the brochure also contains information about the Em- ployee Assistance Program and other resources con- cerning suicide prevention. The brochure is avail- able on the ATA Benefits Website under the Employ- ee Assistance Program. It can also be found on ATA’s Manager Resource Center through the portal or by contacting an ATA human resources representative.

POWER from page 10

The power supply as an essential component of most electrical and mechanical engineering systems. This includes a wide range of applications from consumer electronics to large industrial processes. The power supply is responsible for converting the input voltage to the desired level of output voltage and current, and controlling the flow of electrical energy through the system. In this article, we will discuss some of the basic principles of power electronics and some common applications.

The power supply is designed to meet the specific requirements of a given application. This includes factors such as power efficiency, reliability, and cost. By optimizing the design of the power supply, it is possible to achieve high efficiency and long life, while keeping the cost of the system within budget.

In summary, the power supply is a crucial component of any electrical or mechanical system. By understanding the basic principles of power electronics, designers can create reliable and efficient power supplies that meet the needs of a wide range of applications.
Global Strike Command leader previews B-52 upgrades

Two B-52H test aircraft at Edwards Air Force Base, Calif. have been projected for a number of updates. The command provides a list of upgrades that have already been made to the B-52H fleet at Edwards AFB. These updates are integral to ensuring the B-52 is both effective and able to fully integrate with other services, as envisioned in the Air Sea Battle concept, according to command officials.

Among the upgrades is a guided “smart weapon” capability in the B-52H’s internal weapons bay, which provides a 66 percent increase in guided weapons payload. Another current program is an upgrade to the latest Advanced Targeting Pod, which will increase the B-52H’s effectiveness when performing close air support and other missions.

One of the most anticipated upgrades to the B-52H will be its ability to accept the mission change to an offensive avionics system, removing the aircraft from the analog to the digital age, according to command officials, providing an invaluable data link over which to send mission updates to the B-52.

From the analog to the digital age, enabling it to effectively communicate, integrate and network within the joint force environment. Kowalski is the commander of Global Strike Command’s B-2 and B-52 Force. (Photo provided)

Survey allows Airmen to speak frankly

The ATA Hap Arnold Awards were presented at the Chattanooga Regional Science and Engineering Fair March 14. The ATA and Community Activities Committee conducted a survey to identify the most important award with the aid of a $50 savings bond and senior division award winners with a $50 savings bond.

Junior division winners were, from left, Turner Baccus (Boyd-Buchanan School), Christina Love (Girls Preparatory School) and Sara McDougal (Girls Preparatory School), pictured in News Price (Our Lady of Perpetual Help School). (Photo provided)

Senior division winners were Rebecca Goodrich (Girls Preparatory School), left, and Gerald Lawler (Notre Dame High School) and overall grand prize winner of the fair. (Photo provided)
Memorial Day stirs memories of honor guard veteran

By Maj. Gabe Johnsen
162nd Fighter Wing Public Affairs

TUCSON, Ariz. (AFA) – This Memorial Day, while Americans gather to remember those who gave their lives for their freedoms, military honor guards will function as central fixtures at ceremonies and parades. As central fixtures at cemeteries and parades, honor guards will perform their duties over the last 30 years. He volunteered ever since. This Memorial Day he first signed up for honor guard duty and has steadily improved his times from last year’s race.

Memorial Day Day stirs memories for honor guard veteran

By Philip Lorentz III
Air Force Times

Six Team AEDC White Oak runners competed in the Annual White Oak Classic 5K race site-on May 4. The Food and Drug Administration (FDA) sponsored race takes place each year in May. This race has been going on for many years and since moving to the White Oak campus six years ago, they have chosen to run it more. There are 1,000 employees participate each year. AEDC Hypervelocity Wind Tunnel 9 employees participate each year and run a team of on who did run, most improved their times from last year’s race.

“Tunnel 9’s Team AEDC competes in 6th Annual White Oak Classic 5K race

By Tech. Sgt. Michael Brizuela, a staff sergeant in 1995, poses for a photo with hisBugle to play taps at my wedding day,” said

According to Brizuela, the honor guard reminds people of their traditions as well as why they wear the uniform. “And it shows the public that their military is professional and in our effect, it makes people feel good about their country and the people on the frontlines protecting it.”

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Check out our Facebook! Arnold AFB Summer Games

Tuesday – Thursday Special: $10 green fee for unlimited golf. Cart fee not included.

Member Guest Tournament will be held June 25-26 with a shotgun start both days. Entry fee is $125 per team and includes green fees, cart, food and prizes. Sign up for the Pro Shop by June 6.

Mulligan’s Coffee Bar & Grill is open 10 a.m.-2 p.m. Monday through Friday and 8 a.m.-2 p.m. Saturday. Call ahead orders for dine in or carry out, 454-FOOD (3663).

Check out us on Facebook! Arnold AFB and Arnold AFB Services Information, Tickets and Travel

All who sign up for Members First Plus membership during the Membership Matters membership drive, now through July 13, will automatically receive three free months faux furs, be entered in the free cash back rewards program, and will get $3 to $10 instantly upon application of any scratch-off gift card program.

We want all personnel to consider membership and understand the benefits of membership, and “Membership Matters” membership campaign gives them the opportunity to try it for free for the first three months,” said Fred McKeanney, Chief of the Air Force Food and Beverage Division. During the promotion everyone eligible and interested in “AF Club” membership should look at the membership program information on Services Activities. Pick up an application, fill it out, and experience the benefits of membership – the first three months’ dues are on us! The membership card provides numerous benefits. The Military Faux Cash rewards program is an outstanding benefit to members. When you use your membership card in any on-base Services activity, you earn 2 percent cash back on eligible purchases. In addition to being able to access member points and competitive prices on gift cards, you now can also redeem for travel discounts, membership renewals, and car rental – super flexibility – and it is all free.

Members First Plus membership costs $10 and includes discounts on meals to include comfortable clothes. Baby Falls is America’s deepest cave and largest underground waterfall accessible to the public. Meet at the ALC at 10 a.m. Cost is $55 for adults and $35 for ages 4-12. Deadlines to sign up are June 13. There must be at least six to take the trip. Register to bring money for lunch and souvenirs.

Call 454-3301 for more information and to sign up.

Outdoor Rec to take Blue Moon Eco Tour Cruise June 23

Hear the fascinating stories of early navigation of the river and enjoy a breath-taking beauty of the 27,000-acre canyon carved out by 26 miles of the Tennessee River over thousands of years.

This trip begins in Chattanooga and will navigate the gorge and enjoy the breath-taking beauty of the 27,000-acre canyon carved out by 26 miles of the Tennessee River over thousands of years.

This is the fourth largest river canyon east of the Mississippi and the only large, deep river canyon bordering a mid-sized city. The diverse landscape of the gorge provides habitats for more than a thousand varieties of plants, ferns, trees, grasses and flowers as well as a rich wildlife population.

Nearly 200 different species of birds have been seen. This activity will increase awareness, education and comfort for members and will provide an opportunity to try it for free for the first three months.

Each week is set to a theme with activities and trips listed in the Youth Programs section. To enter you must write a 250 word essay on “How does American the Beautiful mean to me?” and return approximately 5:15 p.m. Register is required in advance, and a separate application is required for each child attending.

The weekly themes, activities and field trips are listed in the Youth Programs section. See contact Youth Programs at 454-3277 for more information and to register.

Outdoor and swimming activities are open to America the Beautiful mean to me” and this program. To enter you must write a 250 word essay on “How does American the Beautiful mean to me?” and return approximately 5:15 p.m. Register is required in advance, and a separate application is required for each child attending.

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Books Are Fun is back for a book fair from 9:30 a.m. - 3 p.m. June 5 in the A&E Building’s Café. Rooms 102 and 101.

Discounted selections include paperbacks, best sellers, educational, reference, cookbooks, children’s items, gift books and more. Save up to 75% off percent retail price.

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June 2012

Camp Adventure starts June 4!
454-3277

Hours of operation

AEDC government civilians and AEDC contractor employees have access to the following facilities:

AEDC is open to all AAFES customers, including limited items at the base exchange (BX):

AAFES Dividends generated from the Army and Air Force Exchange System (AAFES) support retirement and renovation projects as well as equipment purchases. Thank you all AAFES customers for your support.

Theatre, 454-3277

Field Trip: Friday, June 22: Fried chicken dinner and movie, “Red Tails”, 7:30 p.m. at the Tom Sawyer Theatre, 454-3277.

Monday, June 4: CFA Book Fair, Café 100.

Theatre, 454-3277

Blue Moon Eco Kayaking Class, 10 a.m., 10+, $35, 454-6084

Mountain/Ruby Falls, 10 a.m., $45, 454-6084

FamCamp outdoor activity. Join The 2 Mystery Clues. Information, Tickets & Travel (ITT), Tuesday through Friday 10 a.m.-3 p.m.

ITT, Tuesday through Friday 10 a.m.-3 p.m.

Monday through Friday 10 a.m.-3:30 p.m. The BX hours of operation: Tuesday, Wednesday and Thursday 9 a.m.-8 p.m., Friday 9 a.m.-6 p.m. and Saturday 7 a.m.-3 p.m. The BX will close at 5 p.m. on the following holidays: Memorial Day, July 4, Labor Day, Columbus Day, Veterans Day, Thanksgiving, Christmas and New Year’s Day.

For more information, please call the following numbers:

AFB Services Youth Services

Community Services Flight Chief – 454-4062

Northwest in early May.

America’s Army Forces Kids Run is designed for children ages 3-15 with the youngest kids running a half-mile, ages 7-8 running one mile and older kids running two miles. Over the years 120,000 children have earned their own T-shirts by completing the annual run. T-shirts will be given to all participants that sign up in advance with a registration and coordinated in nationally to框

Nonappropriated Funds Human Resources – 454-5481

Marketing & Sponsorship – 454-3128

Barber Shop – 454-6987

Wiggins Bay Golf Course (GC) – 455-GOLF (4653) or 454-7076

Muligan’s Coffee Bar and Grill – 454-FOOD (3663)

Services Division Phone Numbers

Area code 931 DSN 340

Services Chief – 454-7779

Services Deputy – 454-5915

Community Services Flight Chief – 454-4062

Complex Manager – 454-3367

Arnold Lakeside Center (ALC) – 454-3350

Arnold Lakeside Center catering – 454-3350

Gossiss Leadership Center – 454-4003

to ensure availability and openings. Friday 4-8 p.m.

June 1: Mexican buffet, $7.95 member, $9.95 nonmember

June 8: Butterfly show, $3 member, $5 nonmember. June 22: Fried chicken, $3 member, $5 nonmember.

June 29: Barbecue burger, $4 member, $5.95 nonmember.

Saturday 5-9 p.m.

Express Menu only every Saturday. Closed June 30 for special function.

Family Member/Youth Programs (Family – 454-3277

Check us out on Facebook! Arnold

June 21: 4-9 p.m. A&E, 4 runners, 2 laps, 5k, one of which is a leg that has never been completed before. The theme this year is the “Secret of the Lost Tiki.” Runners will be provided with a map and clues to find the lost tiki. The tiki will be awarded to the first participant to find it. The following are the events:

Week 1-14 June, Big Top Parade Parade, come all to our Big Top Big Top Parade Parade through the air in a Camp Adventures: The world is getting ready to fly on a hydraulic crane! It’s an adventure for the ages. Things are going to be just as exciting as thePTF Crown. Join us and see the fun in person and you’ll be amazed at the beauty of the ziplines and wingsuit...
Brieﬂs from the

Have” auditions Monday, May 14 at 2 p.m., as the
Form Art Center with rehearsals through 2012. Call 240-685-4404 for information and for tickets.

Week 8: 2-13 July: Slam Jammie’s Sports Colour

Up at Camp! At Camp it’s your chance to

join the track team and learn the art of running. Take a step up to the plate and

play baseball with our great coaches. Everyone is a player and you’ll learn

the basics of the game. Practice will be

guarded up to star in spec-

tricular sports of all sorts and you’ll

learn about balancing speed

and technique.

Week 8: Field Trip: Friday, Tah

Salona Bowling Lanes

Week 9: 9-13 July, Ash, Earth Day, Ex-

plores: Join your Earth Friends

Orchard, Mary Beth East, and the

Sierra Club to see the trees where you make

the moon and a spin around the solar system.

Learn the order of the

planets and even how to read a star map.

We’ll rendezvous with science and conoon chase stars in our solar system.

Join Camp Ad-

turers on an outdoor exploration

camping expedition to see the Earth with the Force by you be there.

Week: June 16-20

Archery Basics Class

Weather permitting, we will teach the basics of archery.

There must be at least three

participants. Participants must be at least 12 years old

and able to hold the class and maximum

amount of participants and

questions) and then we will

determine how many classes

will be offered.

Archery Basics Class

•  H3

The Mimosa

Children’s Theatre presents

“Illustrous Chestnuts. The

Tortoise versus the

The greatest race

is set somewhere in
dисики

the most

west of Sandy But-

up to the

Park

At the finish line

of a
days.

The winner

and

Journey 2: The End of

for age 18-64, $25 for age

and older. The class costs

$25 per person and with equipment

provided and includes 500

bullets. It is $20 per person for those

who bring their own equipment and that also comes with a

minimum purchase of $60 for

ODR for $13 per bag of 500

bullets.

All paintball programs

are subject to change.

nativity and her family! Oh

for a New England summer!

Stop by and say hello at

Tuesdays and Thurs-

days.

Field Trip: Friday, Hampton Roads Space & Rocket Center

Week: 7-16 June, Outrageous Oligarch

(ODR)

5-6

The Oligarch is

outlandish character.

odds of

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Briefs from H3

May 18, 2012

Properly how to shoot with correct technique and also learn some history. Bows, arrows and targets will be provided but you may bring your own equipment if you have it.

Canoe Basics Class is coming July 14 from 11 a.m.-2 p.m. In this class you will learn the basics of canoeing. You will learn proper sitting positions, different strokes, the safety side of canoeing and learn how to work as a team.

Get the summer started off right and learn the basics so you can go out on the lake completely confident and comfortable. Make sure you wear appropriate clothing and bring sunblock, because we will be getting in the lake during this class. Participants may bring their own canoes. Class begins at 11 a.m. and will last approximately three hours. This class is for ages 12 and up and cost is $7 per person. There must be at least four to hold the class and maximum class size is eight. Call to sign up by July 11.

Wingo Inn 454-3051

Check us out on Facebook! Arnold AFB Services Wingo Inn

Reservations for Wingo Inn can be made 120 days in advance. Room rates start at $39 per night. Please call 454-3051 for reservations.

Gossick Leadership Center 454-4003

Check us out on Facebook! Arnold AFB Services Gossick Leadership Center