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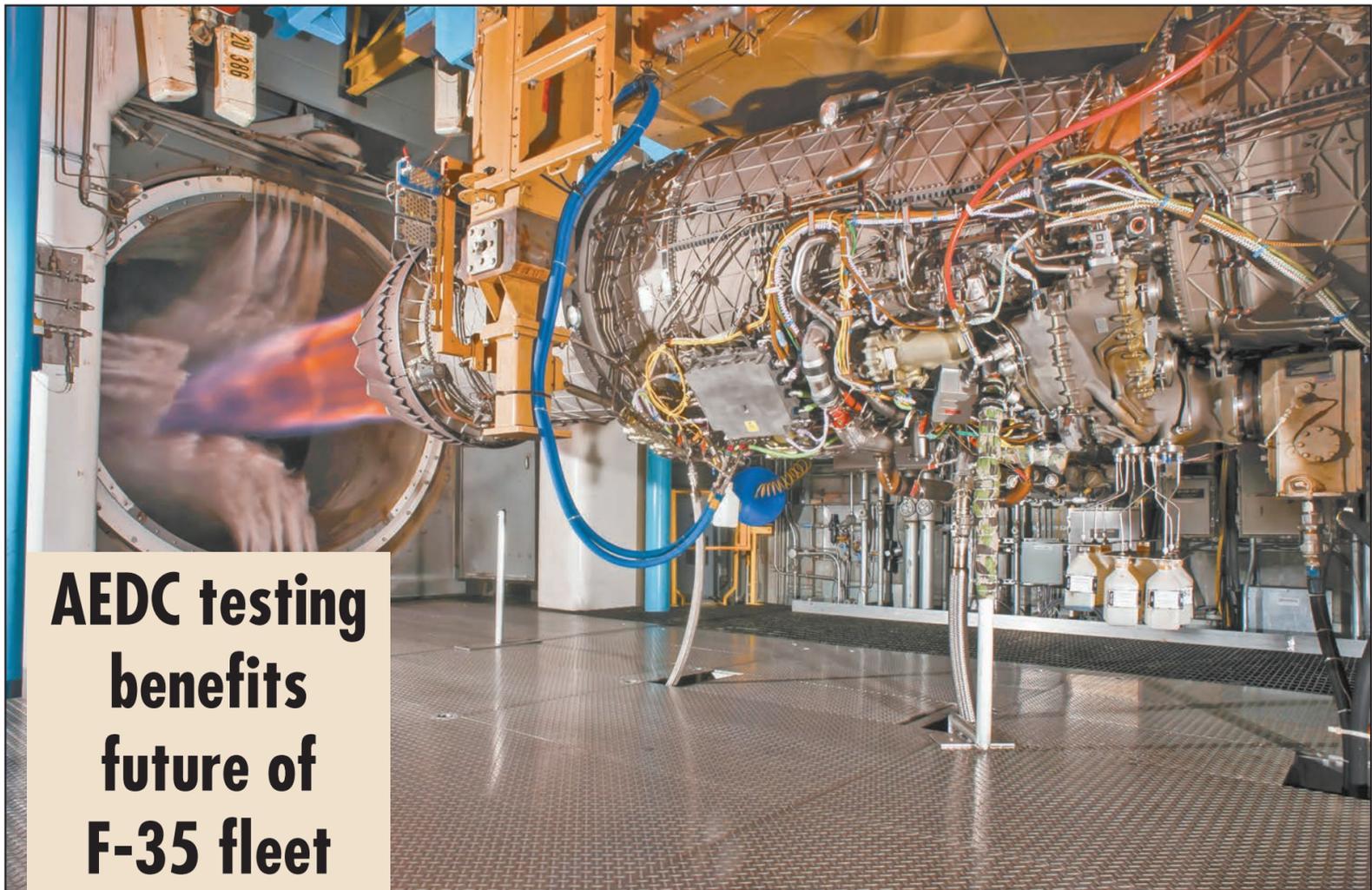


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## AEDC testing benefits future of F-35 fleet

By Deidre Ortiz  
ATA Public Affairs

The full hot-life capability of Pratt & Whitney's F135 engine, which is used in the F-35 Lightning II, was successfully demonstrated during Accelerated Mission Testing, or AMT, in test cell Sea Level 2 at AEDC.

Sponsored by U.S. Air Force Engine Component Improvement Program Office, the test focused mainly on the

Pratt & Whitney's F135 engine, used in the F-35 Lightning II, successfully demonstrated hot-life capability during Accelerated Mission Testing at AEDC. Pictured here is the engine during testing in the Engine Test Facility Sea Level 2 Test Cell. (U.S. Air Force photo/Rick Goodfriend)

Conventional Takeoff and Landing engine variant that powers the F-35A model for the U.S. Air Force. CTOL development represents a key milestone of the F135 program.

Michael Astahoff, chief of the CIP Branch for the U.S. Air Force, stated, "Due to the component commonality across all three F-35 variant engines, the lessons learned will save costs for the entire fleet, including the [other]

services and the non-U.S. participating countries."

The engine achieved 5,210 total accumulated cycles or more than seven years of operation in 235 days of testing. This is equivalent to approximately 1,200 F-35 missions.

AMT testing is performed to evaluate reliability and maintainability performance of the engine over its life span. The testing is also used to

identify potential issues before they are encountered by the operational fleet. During an AMT, engines accumulate hours under monitored conditions and accrue hours at a faster rate than when operating in the aircraft.

John Kelly, deputy for operations of the Aeropropulsion Combined Test Force at AEDC, stated that on

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## Holt commands 3,800 Tennesseans

By Raquel March  
ATA Public Affairs

There are approximately 3,800 guardsmen serving in the Tennessee Army National Guard's 278<sup>th</sup> Armored Cavalry Regiment, headquartered in Knoxville, under the new command of Col. Warner Holt II. He is a branch manager with the Aerospace Testing Alliance Mission Support Department at the AEDC.

Holt recently took command of Tennessee's largest Guard unit, consisting of six squadrons spread across 43 Tennessee counties and contributes approximately \$41 million to local communities. The regiment is one of 16 Armored Brigade Combat Teams in the Army inventory.

"The mission of the 278<sup>th</sup> ACR is to fight and win our nation's wars and it is a formidable fighting force," Holt said. "The ACR stands ready to respond to any state or federal mission assigned which includes protecting and preserving the communities in which we live to traveling to a foreign land to protect and preserve the livelihood of others."

Holt is the first artilleryman to take command of the 278<sup>th</sup> Regiment and he considers this opportunity to be a high point in his military career.

"It is a great honor and privi-



Maj. Gen. Terry "Max" Haston, right, adjutant general of the Tennessee Army National Guard, congratulates Col. H. Warner Holt II as Holt assumes command of the 278<sup>th</sup> Armored Cavalry Regiment in a ceremony at West High School, Knoxville, Oct. 18. Copyright 2015, The Knoxville News Sentinel/Saul Young (Used by permission)

lege to have been selected to command the 278<sup>th</sup> Armored Cavalry Regiment," Holt said. "I am humbled to have this opportunity to be the 12<sup>th</sup> colonel of the 278<sup>th</sup> ACR and to be the first artilleryman to command the regiment makes it

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Flags for the different squadrons for the 278<sup>th</sup> Armored Cavalry Regiment billow during a change-of-command ceremony at West High School, Knoxville, Oct. 18. Col. Darrell D. Darnbush, the 11<sup>th</sup> colonel of the regiment, turned over command of the unit to Col. H. Warner Holt II. Copyright 2015, The Knoxville News Sentinel/Saul Young (Used by permission)

## Hundreds gather for ACC fundraiser

By Kathy Gattis  
ATA Public Affairs

The room was packed with people eager to celebrate AEDC and the contributions made by its highly skilled workforce during this year's Arnold Community Council Banquet held in Manchester. The ACC, a support group for the Complex, drew almost 300 people to their annual fundraiser.

Members of the sponsoring organizations listened as the Tennessee Economic and Community Development Commissioner, Randy Boyd, talked about the impact of AEDC and the role it plays in attracting other high technology businesses to the state and the region.

While the ACC is not officially part of AEDC, members of the council are strong supporters of the world's largest aerospace

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**Arnold Engineering  
Development Complex**  
An Air Force Test Center  
Test Complex

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**SUICIDE PREVENTION AND AWARENESS****Choosing to live**

**By an anonymous  
Airman**

*Air Force Materiel  
Command*

**WRIGHT-PATTERSON AIR FORCE BASE, Ohio** – I have worked for the federal government for 13 years. In each and every one of those years, I have been through suicide awareness and prevention training. I have completed the Resiliency Training Assistant course, and I have even taught resiliency at Wingman Days. I know the toolsets to help and have a set of personal coping skills. However, there is nothing more excruciatingly painful than emotional pain.

Now the dark truth: I have attempted suicide twice and have battled suicidal ideation for years. I have a long history of depression and anxiety. Feelings of hopelessness, sadness and being alone, along with overwhelming stress and the desire to be “normal,” piled up until I was in a very dark place. I found myself overcome with inner turmoil: do I choose to live or end it all?

Struggles, stressors, depression, sadness, anxiety, hopelessness and feelings of being alone are very real and very personal. They are not things I felt I could talk openly about to people at work, or even my family. I felt ashamed, embarrassed and scared, and I didn't know who I could trust with these very personal feelings and thoughts. Who would care? I didn't want to be a burden on anyone. These were my problems, I not theirs. I felt at work that

I was nothing more than a statistic. I felt as if no one would understand and I would just be told to “suck it up and move on.” What would my boss think? How would it reflect on me and my work performance?

I understand that everyone has ups and downs in life; that's the way life is. But despite my history, I knew I was in the darkest place I had ever been. I knew the feelings I had were deeper and hurt more than they did when I had previously attempted suicide. The internal battle of part of me wanting to live and part of me wanting to die was becoming unbearable. Still, I went to work day after day, fighting a fight that no one knew about. It was easy to put on a happy face and act like everything was okay while I was around people. I even kept up the act at home around my spouse and children. No one knew.

For months I wrestled with my feelings, trying desperately to get the fighting within myself to stop. I was grasping at everything I could think of as a reason to live. When my spouse and I got into a fight one evening after a rough day at work, I blurted out without thinking, “All of our problems would be solved and life would be much better if I were dead!” After the fight I told him I was just upset, that I didn't really mean it.

I started to think more about death. I developed a plan on how I would do it. I was very methodical in the way I handled work things one day -- under the guise of ‘situational awareness,’ I made sure my co-workers

knew where things were located for some events that were coming up; I left a few select papers and folders on my desk; I left my desk unlocked. No one noticed, though I would never do those things normally. I said my usual goodbyes and left for the evening with no intention of being alive to “see them in the morning.” As I drove home, I looked at telephone poles and large trees and wondered how fast I would have to go to wrap my car around one of them to make it a fatal accident. I fought myself to keep on the road. I had one more thing to take care of before I left.

As I walked into my home, one of my children, who is young and doesn't say very many words, ran up to me yelling, “MOM, MOM, MOM!” with his arms wide open and gave me the biggest hug I have ever received in my life. When my child looked up at me and motioned for a kiss, that was it. That was the turning point for me.

In an instant I felt desperate; I needed help and I needed it now. I confessed to my spouse how I was truly feeling and that it had been going on for quite some time. The realization that there was a definite possibility of me not being here anymore was suddenly very real and extremely terrifying. I called the National Suicide Prevention Lifeline and talked to a very nice, soft-spoken woman. She asked me a lot of questions about how I was feeling, if I had a plan and what my life situation was. As nice as she was, it wasn't providing the help I needed. I called

my primary care physician and explained my need for help. She told me to go to the emergency room right away. Fearing that driving myself wouldn't go very well, I packed up my family and headed out to the ER, trying to keep myself together.

I was taken to a room immediately. I was very ashamed as I explained to the nurses and doctor what was going on. I knew how to be resilient; I taught it. The thoughts of, “I don't really need help” and, “I just had a bad day, I will get over it” started rushing through my mind. I fought the urge to just leave. I was there for several hours and released with a follow-up appointment at the mental health clinic early the next morning. My spouse called my supervisor to let her know what was going on and that I would not be in to work the next day. She was supportive and offered to help in any way she could.

I arrived at my appointment after a long night of thinking. I had a long talk with a counselor. She wrote me a safety plan and suggested I have my medications adjusted. I was once again sent home. I called my doctor and set up an appointment for the following day. I went to that appointment and told her what had happened. She made some adjustments to my medications and suggested inpatient care.

The next day I went back to the clinic with my spouse and explained that I needed more intensive help and wanted to be admitted. After sharing more details

with the ER nurses and telling them that I really felt this was the best thing for me, I was taken to an inpatient facility.

I went to every group therapy meeting they offered. I learned that I am truly not alone. I have been told for years and by every mental health professional I have seen that “I am not alone.” Until I experienced it first hand, I never believed them. I was not and am not alone. Through the group meetings, I found that a lot of people are suffering and battling the same dark, overwhelming sadness I was and still am to an extent. Their life situations weren't the same as mine, but it didn't matter. We were all there for the same reason: to get help.

I was in the inpatient facility for five days. When I returned home, the darkness had lifted some. I was by no means “cured,” but I felt a lot better. I knew that I had done the right thing. I found hope when I thought I had none. I found reasons to live when I felt they were all gone. I found support from my supervisor, which lessened my work-related stress. For the first time in years, I felt some level of happiness. I was proud of myself for choosing to live. I was proud I took that step to accept I needed help and to get the help I needed -- even though it was probably the hardest thing I have ever done.

I still battle depression and anxiety and probably always will. But I have found through all of this that no matter what is going on in life, there is always a reason to live.

**What motivates you?**

**By Col. Kirsten Benford  
71st Medical Group  
commander**

**VANCE AIR FORCE BASE, Okla. (AFNS)** – Motivation is an idea that is used to explain behavior. It is the reason for people's actions, desires and needs.

What motivates you? Is it a pay raise, promotion, family or friends?

When I applied for an ROTC scholarship back in the early 1980s, my motivation was monetary. I needed money for college. Many of us join the military for mon-

etary reasons. Others join for travel, adventure and to see the world.

Occasionally, we need to reflect and reevaluate our motives for being in the total force. What is curious to me is the number of people who stay in the military beyond their original commitment when they seem to have lost their initial motivation, enthusiasm and zeal.

I entered the Air Force with a three-year commitment back in 1992. I stayed in the Air Force because I appreciated the more level playing field and opportuni-

ties for growth and development.

I have thoroughly enjoyed each job and “bloomed where I was planted.”

It is hard to stay motivated when you don't get assigned the career field or base that you really wanted. That being said, it helps to keep a positive attitude and believe that things happen for a reason. We all can bring something to the fight if we stay motivated “in spite of” our temporary circumstances.

We need to remind our-

selves of the choice we made to be part of the total force and get excited about the fact that we can still serve.

Motivation, enthusiasm and a positive attitude are just as contagious as negativity. They help us push through trials, unmet expectations, undesired jobs and other disappointments.

When I walked around the 71st Medical Group when I first arrived a few months ago, I couldn't tell those happy to be here from those simply riding out their assignment. Ev-

eryone appeared motivated and enthusiastic about the role they were playing. I fed off that enthusiasm and motivation and wanted to be a better leader and help each of my team members succeed.

I was ecstatic when I was first assigned to Vance. Then I “caught” the medical group enthusiasm fever and was motivated to keep up with the team.

Now I am “committed to excellence,” and want everyone I come in contact with to catch the fever as well.

**Smoking Policy**

1. The following revised AEDC smoking policy is effective immediately. Smoking is permitted solely in designated areas identified by a plastic “smoke genie.” This receptacle is for the sole purpose of cigarette butt disposal. If there is no receptacle, smoking is not permitted in that area. It is the responsibility of all smokers to clean up the area surrounding the receptacles for any cigarette butts on the ground. Smoking in government-owned vehicles is strictly prohibited. Personnel are allowed to smoke in their personal vehicles at any time. Smoking areas will be held to the absolute minimum and will be located in low traffic, low visibility areas away from points of building ingress/egress and air intakes. A map of all authorized smoking areas is available on the Team AEDC SharePoint site. Smoking near a facility in an area not designated on the map is prohibited and any smoking receptacles located in areas not shown on the map will be removed. All “smoking permitted” and “no smoking” signs will be removed unless specifically required by OSHA.

The fact a person smokes has no bearing on the number of breaks they may take. Breaks should be taken in accordance with the company/agency personnel policies that apply to all employees.

Smoking, including the use of electronic cigarettes and smokeless tobacco, is prohibited in any area, at times when official business is being conducted with government clients, test customers, outside visitors and dignitaries, and where official business is being conducted including conference rooms, auditorium settings, business meetings, or in any other area where Air Force regulations specifically prohibit use. Containers of tobacco waste product, including sealed containers, must not be left unattended or disposed of in trash receptacles. Users of smokeless tobacco must flush tobacco waste down the toilet. Due to the nature, appearance, and safety concerns of electronic cigarettes (also known as “e-cigs”), the use of said products will abide by the same rules for tobacco products stated above and governed by AFI 40-102, *Tobacco Use in the Air Force*.

2. Supervisors at every level will ensure this policy is followed. Disciplinary action is appropriate for repeated violations.

3. Updates to this policy will be made in the future to further align with Air Force guidelines.

4. This policy remains effective until rescinded. (This policy is dated December 20, 2013)

**Action Line**

**Team AEDC**

**I believe in free and open communications with our Team AEDC employees, and that's why we have the Action Line available. People can use the Action Line to clear up rumors, ask questions, suggest ideas on improvements, enter complaints or get other issues off their chests. They can access the Action Line in one of two ways: via the AEDC intranet home page, and by calling 454-6000.**

**Although the Action Line is always available, the best and fastest way to get things resolved is by using your chain of command or by contacting the organization directly involved. I encourage everyone to go that route first, then if the situation isn't made right, give us a chance.**

**Col. Rodney Todaro  
AEDC Commander**

**Vision**

*“ATA will be a trusted partner in delivering best value warfighter support and assert stewardship to AEDC”*

**Core Values**

- Be accountable for our own actions
- Ensure the safety of individuals and equipment
- Demonstrate the highest integrity and ethical standards
- Communicate clearly and openly
- Deliver professional and technical excellence
- Nurture, enable and treat people fairly
- Align with customer goals and objectives
- Use disciplined and innovative processes
- Continually improve in all that we do

**Core Values**

- *Integrity first*
- *Service before self*
- *Excellence in all we do*

# AEDC Green Team finds beauty in composting

By Deidre Ortiz  
ATA Public Affairs

There's the saying that "one man's trash is another man's treasure," and that's certainly the belief for those taking part in the composting program at AEDC.

Annie Clements, a systems analyst who started the composting effort on base through a recent Air Force Innovation Grant, found that not only is composting helping to reduce the carbon footprint at AEDC, it's also become an art of sorts.

She said she considers it an art because recently a brightly colored sponge-like visitor was found living inside one of the compost bins on base.

"We've discovered a beautiful, bright yellow fungus that is appearing in one of our compost bins at the Carroll Building," she said. "Scott Wieland, a 'Compost Captain' for the AEDC Green Team, who volunteers to carry out two heavy five-gallon buckets of compost every other day or so, brought these to my attention. We are both amazed with the glorious yellow color produced."

In addition to this mysterious yellow fungus, Clements added that she has "also had some of the most beautiful mushrooms I've have ever seen go on display around the bins too."

By doing a quick search of the internet, one will see that many gardeners and other folks have encountered this almost crayon



**Brent Pewitt, a Green Team captain at AEDC, is pictured here with the compost bin that was found to have slime mold growing in it. Slime mold describes a fungi-like organism that uses spores to reproduce and feeds on the bacteria that grows on dead plant matter. (Photo by Annie Clements)**

yellow artwork left behind by Mother Nature.

Known as slime mold, which describes a fungi-like organism that uses spores to reproduce, it feeds on the bacteria that grows on dead plant matter. A particular type of this slime mold, *Physarum polycephalum*, has phase of development called the streaming phase, meaning that it sends out thin strings of itself, surrounding its food and sending out enzymes to devour it. It does this by contracting its protoplasm to allow it-

self to move.

The slime mold at AEDC has likely occurred because compost itself is organic matter that is being decomposed and recycled to be used as fertilizer and soil amendment. And so, it seems that what was first started as a compost program to help cut back on the amount of compostable items delivered to the landfill from AEDC, has also become a hobby and an art to the Green Team.

The AEDC Green Team is excited to see what will



**This photo shows the bright yellow fungus, or slime mold, which was recently discovered growing in one of the compost bins at AEDC. Annie Clements, coordinator of the Green Team at AEDC, and Scott Wieland, a Green Team Captain, were delightfully surprised to find the slime mold and have come to think of it as Mother Nature's artwork. (Photo by Annie Clements)**

turn up next and hopes the composting effort will continue to expand.

"The composting program during the five-month prototype phase for the Air Force Grant has been a great success," Clements said. "I am hoping that the Air Force will

take measures to incorporate Composting at AEDC into the mainstream of waste disposal. I estimate that 5 percent of the base population has diverted between 15 and 20 tons of material from the landfill, saving tipping fees, labor, and reducing the contribu-

tion of methane emissions at AEDC. If the Air Force chooses to continue this program, the potential to grow it, is excellent."

To join the Green Team as a captain or participant, or for more information, call the Compost-at-AEDC hotline at 454-5555.

## ACC from page 1

ground testing complex. Part of the ACC mission is to improve awareness of AEDC and the testing done here. Each year a group of about 20 volunteers travel to Washington, D.C. to meet with elected officials and discuss issues involving AEDC. The group also donates to a variety of causes: the AEDC Veterans Picnic, the annual military award winners, the Honor Flight for veterans, care packages for AEDC's active duty deployed personnel, Franklin County High School's Junior ROTC and the AEDC Children's Christmas Party.

The annual banquet includes a transfer of power with the new officers beginning their terms at the event. Pruda Ross will continue as treasurer; Claude Morse continues as secretary; Brian Skelton becomes the vice president and Jim Herron is the incoming president.

Outgoing ACC President Jim Jolliffe, U.S. Air Force retired, noted one of the group's major accomplishments is the trip to D.C. which he says was "outstanding."

"We continued building stronger relationships with our community counterparts at both Edwards and Eglin Air Force Bases by attending joint visits (with elected officials) and sharing lessons learned to ensure our strategies benefit and protect the Air Force Test Center and its test assets at all locations," Jolliffe said. "It was a pleasure to have Congressman Diane Black join us on both our Pentagon visit with the Secretary of the Air Force Deborah James and DOD's Dr. Brown and



**Outgoing Arnold Community Council President, Jim Jolliffe, passes the gavel to the incoming ACC President, Jim Herron, during the group's annual banquet, the only fundraiser the group has. (U.S. Air Force photo/Holly Fowler)**

at a variety of venues on Capitol Hill."

Incoming ACC President Jim Herron echoed the importance of the trip to D.C.

"We need to continually remind decision makers of the critical role 'Test Before Flight' plays in keeping the United States in the lead technologically," Herron said. "While AEDC continues to test conventional systems and components, AEDC now houses the Air Force Research Laboratory's High Speed Experimentation Branch."

Herron vowed the ACC will continue to support the Congressional Range and Test Center Caucus in the coming year. During his term, he plans to press for increased cooperation between AEDC; AFRL; the University of Tennessee Space Institute; local, state and national leaders; and industry partners.

Everyone who attended the ACC Banquet received a free membership to the



**Randy Boyd, the guest speaker for the Arnold Community Council Banquet, focused on jobs and accomplishments of the state's Economic and Community Development department during his speech to almost 300 people. He also talked about the Aerospace and Defense Initiative designed to bring more high technology businesses to the state. Boyd is the Tennessee Economic and Community Development Commissioner. (U.S. Air Force photo/Holly Fowler)**

organization. For those who attended, but didn't complete the form, it's not too late. You can still submit your membership information and mail to

ACC, P.O. Box 553, Tullahoma, TN 37355.

Be sure to check out the ACC web site at [www.arnoldcommunitycouncil.com](http://www.arnoldcommunitycouncil.com).

## AEDC Visitor Center announces holiday closings

By Michelle Frame  
Arnold Protective Services

The Visitor Center at AEDC will be closed in observance of the upcoming holidays:

Thanksgiving, Nov. 26-27; Christmas Day, Dec. 25; and New Year's Day, Jan. 1, 2016.

The AEDC Visitor Center provides services such as processing visitors and issuing military ID's, badges and Common Access Cards. For questions or further information, call 454-5453.

## Weapons Range hunting approved at Arnold

By AEDC Installation Management

The 2015-2016 Weapons Range Hunt Regulations have been approved by the Tennessee Army National Guard and AEDC. Scouting will be allowed after 12 p.m. Nov. 25, and hunting is allowed Nov. 26 - 29 and Dec. 19 - Jan. 3, 2016.

Persons authorized to hunt are: active duty military, DOD civilians and contractor employees (including temporary employees of the primary contractor) with permanently assigned AEDC picture ID badges; TNARNG employees working at the Volunteer Training Site-Tullahoma, and spouses and dependent children who must reside with authorized participants.

Attendance at a pre-season deer hunting brief by all hunters is mandatory. The next briefings are 7:30 a.m., Nov. 17 at the AEDC Administration and Engineering building, room B-313; and 1 p.m., Nov. 19 at the Arnold Lakeside Center.

Hunting permits should be purchased at the Services Outdoor Recreation Office prior to the briefing. For more purchasing information call 454-6084.

To obtain a hunting permit at the meeting, you will need to have your Services receipt, Tennessee hunting license number and a completed Hunter Information Sheet.

**HOLT** from page 1

that much more special. To be given the chance to lead such a fine organization is the goal and pinnacle of any combat arms Army officer's career."

Holt will lead training events in the months to come that will include a brigade warfighter, a brigade eX-portable Combat Training Capability event and a culminating engagement with an opposing force at the National Training Center. At the NTC the 278th will engage an enemy in a mock battle designed to test every aspect of the regiment.

Holt has 32 years of service with the Tennessee Army National Guard. He has served as an artilleryman, an artillery officer and a cavalry officer.

"I enlisted when I was a senior in high school and haven't looked back since," Holt said. "It has truly been an honor to be able to serve my community and country in many different ways including two deployments; once as an embedded trainer and advisor for an Afghan Infantry Kandak in support of Operating Enduring Freedom and once as a Garrison

Battalion Commander in Iraq in support of Operation Iraqi Freedom."

Holt credits his years of service to the "grace of God" and the support of his family. He also recognizes ATA for supporting his military career.

Holt said, "ATA has supported my family and me through two deployments and a stint at the U.S. Army War College. ATA is a fine example of how our employers and citizens-soldiers and airmen can, and should, work together for the benefit of this great nation."



Col. H. Warner Holt II, who is a branch manager with the Aerospace Testing Alliance Mission Support Department at the Arnold Engineering Development Complex, recently took command of the Tennessee Army National Guard's 278th Armored Cavalry Regiment, headquartered in Knoxville which consists of approximately 3,800 guardsmen. (U.S. Air Force photo/Holly Fowler)

# Find time for fitness

*AEDC Safety, Health and Environmental*

With the standard time change, the rapidly approaching holiday season and the Facility Support Services contract transition, the time crunch gets tighter. But making time for fitness is well worth the effort.

Regular exercise will help you stay healthy, and it can improve your ability to work at a steady, efficient pace and work more safely. It can even make it easier to cope with the responsibilities and changes which fill your days and evenings. If you are having trouble fitting in a morning run or a stop at the gym after work, it's time to get creative about exercise.

Consider these ideas:

- **Come up with your own time of day for exercise.** You could consider getting up earlier. Exercising first thing in the morning works for some people. Others might find time for a long walk after supper each night. Watching the evening or late-night news while riding an exercise bike is another option.
- **Do stretching exercises at your work**

**station before starting work and when you take a break.**

These exercises can keep you flexible and prevent muscle strains. Many toolbox meetings kick off or end up with group stretching exercises. If your shop doesn't participate, ATA Safety, Health and Environmental can help you get started.

• **Exercise on your lunch break or after work.**

Take a walk on one of the base walking trails or around the grounds near your work area. If you can't go outdoors, several trips up and down the stairs, or even a few rounds in the hallways can be good exercise. For those who have memberships, AEDC has on-site workout facilities.

• **Make exercise a regular part of your life.**

Find an exercise partner and commit to a schedule. If your children play sports, join them in some of their home exercises or practice sessions. When a friend drops in to visit, consider a walk around the

neighborhood instead of sitting down in front of the television or snacking at the kitchen table.

• **Plan ahead for active weekends and vacations.**

If you are driving to another city on the weekend or across the country on your vacation, take some active breaks. A lunch break could include a short hike at a scenic stop near the highway. If an overnight stop is involved, take time for a few stretches each morning and evening. Check the facility for a workout room for even more benefit.

If you aren't in the habit of exercising, check with your primary care provider before starting an exercise program. Start slowly, and gradually increase intensity. To develop a habit of regular exercise, it must be a priority – right up there with work and your other responsibilities in terms of importance. Participating in workplace stretches is one way to start. Dedication pays off. Exercise can help you cope with all aspects of your life.

If you exercise routinely, what keeps you in the habit? How can you encourage others to start?

**F-35** from page 1

average 55 total accumulated cycles were achieved in a single day of testing, with the maximum number of 101 TACs in a day.

"That amounts to about 30 sorties in the field," he said.

Kelly added this was the first time that SL-2 has been used for an F135 Test.

"The CIP Office helped fund the SL-2 upgrade to F135 capability because they see the value in AEDC testing."

Mike Dent, deputy director of the Aeropropulsion Combined Test Force, also commends Kelly for diligently advocating to CIP for the upgrade as a high pay-off, risk reduction strategy.

"[Kelly] foresaw increased workload where there may be a need for capability to test more than one F135 at once," Dent said. "He was proven correct. During planning for the upgrade, it was determined that we would have F135s in the SL-3 and SL-2 facilities at the same time. The upgrade was completed just five weeks prior to commencement of the F135 CTOL engine AMT."

Mark Buongiorno, vice president of the F135 Propulsion System for Pratt & Whitney, commented in a press release that the test results are beneficial to the future maintenance of the F35 fleet.

"We are delighted

with the exceptional performance of the F135, and are proud to partner with our U.S. Air Force customer on this important program testing," he said. "Being able to conduct a full-life overhaul, years ahead of the remainder of the operational fleet, provides valuable insight and confidence in the robustness of this engine's design."

Advanced data from the test program has led to improvement opportunities aimed at determining the life cycle cost expectations for the entire F135 CTOL powered F-35 fleet.

In all, the F135 program has tested over 5,510 hours in five different test cells at AEDC.

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# F-35A successfully fires first airborne shots

By Rebecca Amber  
Edwards Air Force Base  
Public Affairs

**EDWARDS AIR FORCE BASE, Calif. (AFNS)** – For the first time, an F-35A Lightning II successfully fired the four-barrel 25 mm GAU-22/A Gatling gun while in flight Oct. 30.

Maj. Charles Trickey, a 461st Flight Test Squadron F-35 experimental test pilot, was in the cockpit of tail number AF-2, and fired one burst of 30 rounds and two 60-round bursts at 20,000 feet from the 25 mm gun that is embedded in the F-35's left wing. The GAU-22 is hidden behind closed doors to reduce its radar cross section until the trigger is pulled. At full rate, it can fire 3,000 rounds per minute.

"We took off out of (Edwards Air Force Base) and went up to China Lake. We had this hazard pattern and we did three cold passes and three hot passes interspersed with each other," Trickey said.

The weapons system did exactly what it was supposed to do, he said, but data still needed to be collected and reviewed.

Jennifer Schleifer, a Lockheed Martin AF-2 lead flight test engineer and the test director, said the team expects to fire the gun once or twice a week until this phase of airborne gunfire testing is complete. She added that they could be done by the end of the year, weather permitting.

According to sources, the first firing was not aimed at any target, but the goal was only to make sure the gun functions properly in flight. When the pilot is ready to fire, a complex system of doors exposes the muzzle and allows for ventilation. Keeping the gun hidden behind closed doors until the trigger is pulled allows the aircraft to remain in stealth.

"I like having a gun integrated with the airplane



**Maj. Charles Trickey, a 461st Flight Test Squadron F-35 experimental test pilot, successfully fires the four-barrel 25 mm GAU-22/A Gatling gun while in flight Oct. 30 over China Lake Weapon Range, Calif. (U.S. Air Force photo/Chad Bellay)**

personally," Trickey said. "The airplanes that this is replacing for the Air Force, the F-16 (Fighting Falcon) and A-10 (Thunderbolt II), have internal guns."

Todd Ankeny, a Lockheed Martin flight test engineer and test conductor, added that it's an important capability for the F-35. The GAU-22 was primarily designed for air-to-ground attack, such as taking out lightly armored vehicles. It can also be used for air-to-air combat.

As the testing continues, many test pilots in the squadron will get a chance to test the GAU-22.

"We're going to try to get as much exposure to this as possible. There are a lot of test pilots in the squadron and there's some value in getting more opinions and getting more pilots exposed to it," Trickey said.

In upcoming sorties the pilot will expand the envelope by performing 7G turns, 3G turns, flying at Mach 1.44, and reaching 40,000 feet. They will also do a burst fire to empty all 181 rounds. Some of the tests will be done at

China Lake, but most of the remaining flights will be done over the Sea Test Range at Naval Air Station Point Mugu, California.

"We're going to have elevated G and supersonic flights, and some of those things you really can't do over the land range," Trickey said.

The F-35A is a conventional take-off and landing aircraft and the only model with the GAU-22 system mounted internally. The Marine Corps variant B-model and Navy variant C-model will eventually have the gun in a pod mounted to the center line.

"They haven't shot (their guns) airborne either so you could say this was the first F-35 airborne gunfire ever on any variant and that's why we're so excited about it," Trickey said.

Tail number AF-2 is a flight sciences airplane and has more hours than any other F-35 in the world. Typically, it has been used as a loads airframe and for expanding the envelope for structures. For this test, it underwent an extensive structural modification at

Edwards, to a full production representative internal gun configuration. AF-2 is instrumented differently than other F-35s for data collection.

Clearing the gun for airborne use is a key milestone toward the Air Force's initial operating capability of the F-35A. The program's development and demonstration phase is scheduled to end in 2017, at which point the F-35 will have an operational gun.

The F-35 Joint Strike Fighter Integrated Test Force started testing the gun last June when the first shots were fired from the ground at the Edwards Gun Harmonization Range.

"We want to clear it so when the guy is supporting troops on the ground or fighting someone, they

don't have to think about whether the gun's going to work or not. They just have to worry about getting the (predicted impact point marker) on the

right spot," Trickey said. "There's a lot of trust that people have put into us to make sure that we got the test right, and I feel like at the end of the day, we did."

## This day in espionage history

By AEDC Industrial Security

**Nov. 16, 1996** – Harold James Nicholson arrested and charged with espionage

**Nov. 22, 1985** – Larry Wu-Tai Chin arrested

- ❖ Naturalized U.S. Citizen
- ❖ Retired CIA employee
- ❖ Born in Peking, was recruited by communist intelligence agents while a college student in the early 1940s
- ❖ Accused of a 33-year career of espionage on behalf of the People's Republic of China
- ❖ At his trial, admitted to providing Chinese with information, but claimed it was to further reconciliation between China and the U.S.
- ❖ Feb. 8, 1986, convicted on all 17 counts of espionage and tax violations
- ❖ Feb. 21, 1986, committed suicide in his cell before sentencing

**Nov. 24, 1982** – Brian Everett Slavens pled guilty to attempted espionage, sentenced to two years confinement

**Nov. 25, 1985** – Ronald William Pelton arrested

- ❖ Communications specialist with the NSA for 14 years
- ❖ Identified as a spy for the Soviet Union by a defector
- ❖ Walked into Soviet Embassy in January 1980 and offered his services to the KGB

❖ Provided highly classified information about U.S. intelligence collection locations

❖ Financially motivated, disgruntled with the NSA

❖ Dec. 20, 1985, indicted on six counts of espionage

❖ June 5, 1986, convicted on one count of conspiracy and two counts of espionage

❖ Dec. 6, 1986, sentenced to three concurrent life sentences

**Dec. 4, 1986** – Michael Hahn Allen arrested on suspicion of espionage

❖ Confessed to passing classified U.S. counterintelligence reports to Philippine intelligence officers after seeing a videotape of himself hiding documents in his pockets

❖ Aug. 14, 1987, a Court Martial in San Diego found Allen guilty of 10 counts of espionage and sentenced him to eight years in prison

**Most Common Areas Espionage Began:**

❖ 66 percent began in the United States

▪ Large majority of those on the East Coast

❖ Of the 34 percent that started outside the U.S.

▪ 66 percent began in Western Europe

▪ 20 percent in Asia or Southeast Asia

# Combat Shield ensures Strike Eagles ready for war



Tech. Sgt. Matthew Hoover, a Combat Shield crew leader assigned to the 16th Electronic Warfare Squadron, Eglin Air Force Base, Fla., monitors a USM-642 Raven signal generator during Combat Shield, Oct. 20 at Seymour Johnson Air Force Base, N.C. Hoover used the USM-642 to simulate real-world radar emissions and test the sensitivity of the threat detection systems of an F-15E Strike Eagle. (U.S. Air Force photo/Senior Airman Aaron J. Jenne)

Airmen assigned to the 16th Electronic Warfare Squadron, Eglin Air Force Base, Fla., move a stand into position behind an F-15E Strike Eagle during Combat Shield, Oct. 20, at Seymour Johnson Air Force Base, N.C. Every year, members of the squadron evaluate the EW systems of all functional combat airframes within Air Combat Command in accordance with the Combat Shield program. (U.S. Air Force photo/Senior Airman Aaron J. Jenne)

By Senior Airman  
**Aaron J. Jenne**  
4th Fighter Wing Public  
Affairs

**SEYMOUR JOHNSON AIR FORCE BASE, N.C. (AFNS)** – Electronic warfare Airmen tested the radar capabilities of fighter aircraft to see if equipment is battle ready as part of the Combat Shield program from Oct. 19-23.

The 4th Aircraft Maintenance Squadron at Seymour Johnson Air Force Base hosted members of the 16th EW Squadron from Eglin AFB, Fla., for the annual inspection, which provides operational combat units in the Air Combat Command a system-specific assessment for their aircraft's radar warning receivers, electronic attack pods and integrated EW systems.

The Combat Shield mission keeps the unit's Airmen busy and constantly in transit across the U.S. and overseas to evaluate the Air Force's fighter aircraft. A Combat Shield team is in some form of travel about 185 days per year, and teams drive about 14,000 miles per year as they evaluate more than 20 Air Force wings.

"The goal of Combat Shield is getting information to higher level decision makers so they can decide what changes need to be made – funding, training, equipment – to ensure that we're putting the best equipment forward," said

Maj. Kyle Schlewinsky, the 16th EWS assistant director of operations. "Really, the end result is some guy strapping that jet on and flying into combat. We want to give our pilots the greatest odds possible of coming home."

With that goal in mind, Air Force Instruction 10-707, "Spectrum Interference Resolution Program" mandates every major command have an independent EW systems evaluation program.

According to Schlewinsky, Combat Shield is ACC's answer to this requirement. He also explained the risks facing aircrews may drastically change in the near future, and the airframes must be prepared.

"For the past decade or more, we've been focused on Operation Iraqi Freedom and Operation Enduring Freedom, which is uncontested close-air support," Schlewinsky said. "In uncontested airspace, our aircrews aren't really worried about radar-guided surface-to-air and air-to-air threats."

He added the cost for failure is too high to be overlooked and complacency now could cause lives to be lost in any future contested conflict.

To make sure the 4th Fighter Wing's aircraft are radar ready, regardless of the type of threat, the 10-man Combat Shield maintenance team tested the F-15E Strike Eagles' ALR-56C

Radar Warning Receiver System, the aircraft's primary threat detection system, by assessing its sensitivity and ability to detect incoming enemy threats.

Using a USM-642 Raven signal generator, members of Combat Shield can quickly and accurately evaluate the effectiveness of the threat detection system.

Schlewinsky said the evaluation was completed around day-to-day operations tempo, and took just four days to test every operational Strike Eagle assigned to the wing.

At the end of the testing, the program evaluators determined the Airmen assigned to the 4th AMXS have worked hard over the last year.

"I'm really proud of the guys here at the 4th AMXS," said Chief Master Sgt. John Moore, the 4th AMXS superintendent. "The Combat Shield team told us that we were able to make the best improvement they've seen across ACC to date."

"At the end of the day, these results improve our confidence in our ability to go downrange."

Once all the data is compiled, Combat Shield's findings will be provided to ACC headquarters in a comprehensive report of the major combat reports' assets.

The 16th EWS and Combat Shield belong to the 53rd Wing headquartered at Seymour Johnson AFB.



# Planes by day, cars by night; Airman's passion brings balance

By Airman 1st Class  
Christian Clausen  
432nd Wing/432nd Air Expeditionary Wing Public Affairs

**CREECHAIR FORCE BASE, NEV. (AFNS)** – By day, Tech. Sgt. Gabriel, a 432nd Wing/432nd Air Expeditionary Wing sensor operator and junior executive officer, helps support global operations by flying eight-hour MQ-9 Reaper sorties from the comfort of a cushy, thick seat inside a ground control station.

But by night, he finds himself strapped into a thin, lightweight racing seat inside a raw, stripped-out track monster.

Gabriel, a soft-spoken Texas native, enlisted into the Air Force in 2004 as a C-130 Hercules crew chief until 2011 when he made the decision to cross-train and become a Reaper sensor operator. He would also find his voice through his love of cars, racing, and the raucous roar of his heavily modified Mitsubishi Lancer Evolution VI.

“I was still a first-term Airman and the sensor operator career field was in high demand and was very different than what I was doing,” he said. “Just the idea of seeing a different aspect of the Air Force and giving myself a broader spectrum of what it does made me decide to open my eyes to another field.”

As a sensor operator, he controls the remotely piloted aircraft's multi-targeting system ball and camera to conduct intelligence, surveil-



**Tech. Sgt. Gabriel, a 432nd Wing/432nd Air Expeditionary Wing MQ-9 Reaper sensor operator, takes his helmet off after racing at the Spring Mountain Raceway Nov. 1, in Pahrump, NEV.. Gabriel participated in the race as part of the Redline Time Attack series which puts races in different class against the clock to see who can get the fastest time. Gabriel placed second in second highest class. (U.S. Air Force photo/Airman 1st Class Christian Clausen)**

lance, and reconnaissance, as well as weapons guidance in support of U.S. and joint operations around the world.

“I love my job even though it can be highly stressful,” he said. “We’re flying three to four times as many hours compared to manned aircraft and we’re also flying combat lines on rotating shifts continuously for years sometimes.”

The RPA enterprise is at war every day, fighting long hours on changing schedules, sometimes causing missed time with the family. The Airmen are charged with bringing a combat mindset to work and then leaving that mindset at the base gates when they return home.

“Despite the many stressors, I’ve enjoyed the sensor operator career field so far.



**Tech. Sgt. Gabriel, a 432nd Wing/432nd Air Expeditionary Wing MQ-9 Reaper sensor operator, inspects his Mitsubishi Lancer Evolution at the Spring Mountain Raceway Nov. 1, in Pahrump, NEV.. Gabriel has owned and modified his Evolution for over five years. (U.S. Air Force photo/Airman 1st Class Christian Clausen)**

I go to work and see things many others don’t ever get to and knowing I have that experience is something special to me,” he said. “What I appreciate most about my job is being able to support the military members on the ground and make sure they can go home to their families.”

To help cope with the stress, Gabriel has his passion waiting for him when he pulls in his driveway. No matter what he may have seen that day, he said it all fades away when he opens the hood of his Evo and cracks open the toolbox to tackle the next upgrade or repair.

“I feel like the racing and working on the car centers me,” he said. “I’ve done most of the work myself except for the motor and assembling it, every other part was me, suspension, brakes, safety, and interior. The whole car and track scene is a great release for me.”

His Evo represents a culmination of five years spent pouring himself into his car and preparing for his love of racing. Each night his garage

is home to the sound of the clicking socket tools, metal clinking together as he trades one tool for another, and the occasional dropped bolt hitting the concrete.

“When I got the car it was mostly stock, it just had a few minor upgrades such as the brake lines. Since then there’s not a part of it that I haven’t touched other than the body,” he said. “I started off with brakes, pads, two-piece rotors, full coil-over suspension setup, fully built motor with a bigger turbo which puts down about 430 horsepower to the wheels, and the last thing I did was get the car fully caged and upgraded all the safety equipment to be fully ready to go as a track car.”

Gabriel has set his Evo up for a style of racing called time attack, which involves multiple sessions of different classes of drivers racing against the clock to see who gets the best time. In preparation for his first competition, he attended a track day in California in September to test the new setup on his car.

“Last month was my first event and it was mostly a

shakedown, getting used to the car since this is a completely new setup,” he said. “It was a great time so hopefully I can adapt and get on the podium for the street class within the next year, even though I’m at a bit of a disadvantage compared to some of the drivers who have been competing and have known the tracks for years.”

When the day for his first competition arrived over Halloween weekend, Gabriel was ready to attack the track.

He pushed his car and himself to the limits, shaving seconds off of his times with every session. The only thing on his mind was going faster than the last time. Slowed only by traffic, Gabriel adapted not to, but with the car, appearing to be at home on the track.

“There’s nothing else that can bother you when you’re on the track and have the throttle pinned,” Gabriel said. “For that time, you’re one with the car and moment and untouchable to any other worries. You’re free for that time; at least that’s what it does for me.”

He competed in the high intermediate class claiming second place at the end of the weekend. Starting with a lap time in the 2:20s he whittled his time down to 2:08 around the 2.8-mile course, a time that rivaled those in the next and highest class.

“Overall I’m happy with my time and the event was a blast,” he said. “I could have made up some more time but I’m getting more familiar with the car and I look forward to the next event.”

In the end, Gabriel exceeded his goal, claiming a podium spot in his first-ever competition. Although he was satisfied with his performance, he said he is eager for his next taste of competition.



# AEDC Woman's Club to present annual Christmas Boutique



AEDC Women's Club members look through the secret shopper items at the Nov. 4 meeting held at the Arnold Lakeside Center. Silent bids were made on each item and proceeds were donated to the AEDCWC Scholarship Foundation. (Photo provided)

**By Barbara McGuire**  
AEDC Woman's Club

AEDC Woman's Club had a successful November meeting featuring Don Shadow of Shadow's Nursery in Belvidere.

During the meeting, Shadow showed pictures of the unique plants and animals at his nursery. Those attending also participated in the annual "Secret Shopper" event.

Anne-Marie Pender, Gale Klingelhoets and Kate Canady supplied the items. Canady, current president of AEDCWC, was voted "Queen of the Secret Shoppers" by the group.

The December meeting of the AEDCWC will be Dec. 1 at the Arnold Lakeside Center. The meeting will feature the Christmas Boutique, where many beautiful and unique gifts can be purchased.

The AristoCATS from Tullahoma High School will provide Christmas entertainment. Directed by Adam Womack, the AristoCATS is an audition selected choir consisting of sophomores through senior students.

Table donations of \$225 at the November meeting went to Wounded Warriors. The donations at the December meeting will be unwrapped Christ-

mas presents for Toys for Tots that will be provided to Tullahoma firemen and Marines for distribution. If unable to bring a toy, monthly table donations will also go to Toys for Tots.

The social hour of the meeting starts at 9:30 a.m. at the Arnold Lakeside Center, with the business meeting and program at 10 a.m. Reservations and cancellations for the Dec. 1 meeting

must be made no later than noon Nov. 24. Make reservations or cancellations by calling 931-393-2552 or 931-636-4152.

The women of the AEDC Woman's Club would like to invite you to come and visit the Lakeside Center, get to know the wonderful ladies, be involved with programs and become a member. You do not need to have military connections or

be involved with the base to come and visit and become a member.

For information about the AEDC Woman's Club, contact the membership chairman at 931-455-3569.

*Disclaimer: The AEDCWC is a private organization which is not part of the Department of Defense or any of its components and has no governmental status.*

## Arnold AFB Commissary

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#### Black Friday deals coming to your commissary

Our sales flyer for products on promotion changes two or three times a month, so check often for the best deals. Our Black Friday flyer is available on our Sales & Events page.

#### THANKSGIVING HOLIDAY HOURS

Nov. 23 - OPEN 9 a.m. - 5:30  
Nov. 24 - OPEN 9 a.m. - 5:30  
Nov. 25 - OPEN 9 a.m. - 5:30  
Nov. 26 - CLOSED IN OBSERVANCE OF THANKSGIVING  
Nov. 27 - CLOSED  
Nov. 28 - OPEN 8 a.m. - 4:30

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Mon. - Closed  
Tue. - 9 a.m. - 5:30 p.m.  
Wed. - 9 a.m. - 5:30 p.m.  
Thu. - 9 a.m. - 6:30 p.m.  
Fri. - 9 a.m. - 5:30 p.m.  
Sat - 8 a.m. - 4:30 p.m.

Other important numbers  
(931) 454- plus ext.  
DSN: 340- plus ext.

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Produce/Meat	5923
Secretary	7710

#### Follow Us



# Cybersecurity program shapes mission assurance for AF core missions

By Task Force Cyber Secure

**WASHINGTON (AFNS)** – Task Force Cyber Secure has made progress in addressing mission assurance and cybersecurity challenges for Air Force core missions, according to Air Force leaders.

The initiative, originally enacted by Air Force Chief of Staff Gen. Mark A. Welsh III, aims to synchronize cybersecurity efforts across the Air Force enterprise to improve the security of information and war-

fighting systems with a special focus on the five core missions.

“With close partnership from key cyber and core mission stakeholders across the Air Force, we’ve jump started, and will continue to lead, many efforts that will eventually provide Air Force commanders with the personnel and TTPs (tactics, techniques and procedures) who will assure their missions in and through cyberspace,” said Peter Kim, the TFCS director.

It is important to keep in mind the majority of

cybersecurity breaches within the Air Force systems due to poor cyber hygiene habits.

TFCS and the Air Force are measuring cyber hygiene to identify how Airmen can better protect themselves and the mission. Providing commanders with the tools to understand their cyberspace readiness and make necessary changes is an important part of this process.

The task force developed a process to fund and execute critical short-term projects focused on assuring core

missions in, through and from cyberspace. TFCS has fully funded and executed the first round of these investments, called near-term initiatives (NTIs), which deliver cyber capabilities focused on enhancing cybersecurity of mission systems.

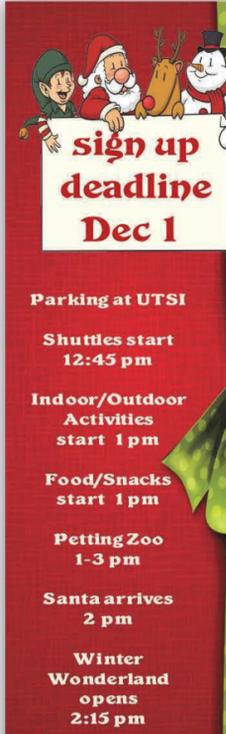
These investments included improvements to cyber force development, enhancements to the communications infrastructure for rapid global mobility at Scott Air Force Base, Illinois, and an insider threat project for user activity monitoring and pilot pro-

grams at Air Force Materiel Command that would improve the cybersecurity of operational flight programs and portable maintenance aids.

The second round resulted in additional NTIs being fully funded. Some of the initiatives included a cyber-defense operating concept for space superiority that will be applied across all Air Force missions, development of team cyber assure and the cyber awareness assessment, development of the cyber squadron of the future, development of the director of cyber

forces concept, and initiatives to protect industrial control systems and pave the way for AFMC to increase the cyber resiliency of weapons systems.

“We must continue to focus on enhancing the security of our Air Force core missions and weapon systems, not just the traditional networks, and continue to institute that culture change in our Airmen to understand the cybersecurity impacts to mission,” said Air Force Chief Information Officer Lt. Gen. William J. Bender.



**Children's Christmas Party**  
Arnold Lakeside Center  
**6 Dec 1-4 pm**

Free event open to ALL AEDC employees, reserve/guard, retirees and immediate families

Goodies for age 12 and under in Winter Wonderland tent

Sign up children age 12 & under so there is enough for everyone

**Santa hotline: 454-SNTA**

On base employees sign up on Sharepoint

ALC – Arnold Lakeside Center, 454-3350  
Café – Café 100, A&E, 454-5885  
ODR/ITT – Outdoor Recreation, 454-6084  
RRRP – Recycling, 454-6068  
Marketing/Sponsorship – 454-3128  
Barber Shop – 454-6987

GC – Arnold Golf Course, 454-GOLF  
MG – Mulligan's Grill, GC, 454-FOOD  
FC – Fitness Center, 454-6440  
WI – Wingo Inn, lodging, 454-3051  
Resource Management – 454-7425  
Admin – 454-7779



## December 2015

Wed      Thu      Fri

<p><b>2</b></p> <p><b>3</b></p> <p><b>4</b></p> <p><b>5</b></p>	<p><b>6</b></p> <p><b>7</b></p> <p><b>8</b></p> <p><b>9</b></p> <p><b>10</b></p> <p><b>11</b></p>	<p><b>12</b></p> <p><b>13</b></p> <p><b>14</b></p> <p><b>15</b></p> <p><b>16</b></p> <p><b>17</b></p> <p><b>18</b></p>	<p><b>19</b></p> <p><b>20</b></p> <p><b>21</b></p> <p><b>22</b></p> <p><b>23</b></p> <p><b>24</b></p> <p><b>25</b></p>
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**Arnold Golf Course Winter Special**

**Dollar-a-Hole** 1 Dec - 31 Mar

9 holes/\$9 18 holes/\$18

**454-GOLF (4653)**

good 7 days a week ~ cart fee extra

Open to the public

**Discounted Tickets**

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Call 454-6084 for ticket availability and special offers

**Services Holiday Hours**

<b>ALC/GLC</b>	Dec 20-30	Closed
	Jan 1-6	Closed
<b>Café 100</b>	Dec 21-23	7am-12:30pm
	Dec 24-25	Closed
	Dec 28-30	7am-12:30pm
	Dec 31-Jan 1	Closed
<b>Fitness Center</b>	Dec 24	8am-1pm*
	Dec 25	Closed
	Dec 26-31	8am-4pm*
<b>Golf Course</b>	Dec 24	8:30am-2pm*
	Dec 25	Closed
<b>Mulligan's Grill</b>	Dec 25	Closed
<b>Outdoor Rec</b>	Dec 24	10am-12pm
	Dec 25	Closed
	Dec 31	10am-12pm
	Jan 1	Closed

**NEW YEAR'S EVE**  
Dec 31

**Casino Night**

ARNOLD LAKESIDE CENTER

**FREE event**

Dinner optional - pay as you go - order from menu

**age 18 and up only**

Gaming and Prize Auction with play money

Dining room 5-11pm - Gaming 7-10pm - Prize auction 10:15pm - Champagne Toast 12am

*Merry Christmas*

