

AEDC completes project, saving money for Life Cycle Management Center

By Deidre Ortiz
ATA Public Affairs

AEDC engineers successfully performed the reverse engineering of a TF34 50-10000 Quick Engine Change kit for the Air Force Life Cycle Management Center, saving the center thousands of dollars on the task.

This control and adaptor kit enables the A-10 Thunderbolt II/TF34-100 Turbofan Engine to test on the A/M 37T-20C Jet Engine Test Stand used during sea level testing by many Air Force installations.

Mark Bymaster, ATA Aeropropulsion Branch manager, stated that AEDC engineers were asked to perform the TF-34 reverse engineering following a TF-34 engine test in AEDC Sea Level 1 test cell.

“While prepping for the test in SL-1, the team had a very difficult time locating test enabling hardware (the TF34 kit),” he said. “The good kits were few and far between and the Air Force was running out of these, which are the only means of running an engine outside of the aircraft. Warner Robbins, the responsible organization for this hardware, asked us at AEDC if we could reverse engineer the kit since they were unable to locate the drawings and the original equipment manufacturer, Fairchild Aircraft, was long since out of business.”

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A team of engineers at AEDC performed the reverse engineering of a TF34 50-10000 Quick Engine Change kit for the Air Force Life Cycle Management Center. This picture shows a yellow screen covering the bellmouth of the kit, which is meant to help protect the engine from foreign object damage. (AEDC Photo)

Arnold JFC members provide food baskets for the holidays



Arnold Junior Force Council members prepare food items at AEDC Nov. 18 for the Thanksgiving Food Basket Program which is part of the Coffee County Backpack Program. The JFC delivered 22 food baskets which included food donations from AEDC team members. Pictured left to right is JFC President Will Mallory, and JFC members Andrea McElroy and Artious Walker. (U.S. Air Force photo/Holly Fowler)

By Raquel March
ATA Public Affairs

Members of the Arnold Air Force Base Junior Force Council donated 22 food baskets for Coffee County families in need of Thanksgiving meals. The baskets weighed approximately 330 pounds.

Will Mallory, president of the JFC, was approached with the opportunity for giving to the Thanksgiving Food Basket Program by organizers of the Coffee County Backpack Program days before Thanksgiving, asking for specific food

items for the holiday. AEDC team members' food donations were quickly collected.

“The JFC executed this effort in nine days from the time of receiving the notification of the food drive to the delivery of the completed baskets to the [Deerfield Elementary] school,” Mallory said. “The response greatly exceeded all expectations and I would like to sincerely thank those who executed this event and who made donations.”

The Backpack Program is a charity supported by the JFC

and provides an opportunity for AEDC team members to get involved in the local community. The program provides food for students who may not have provisions during tough economic times. Before the weekend arrives, students in need of food receive a backpack with enough food to feed the child throughout the weekend, every weekend during the school year.

The Thanksgiving Food Basket Program is an extension of the Backpack Program. It provides enough food to prepare a Thanksgiving

meal for the child's family, including a turkey.

The Junior Force Council provides the junior workforce with professional development opportunities and serves as a conduit between the junior workforce and senior leadership at AEDC.

“The JFC gets involved in community outreach so that its members have an avenue to give back to their community, but it's also a way to gain leadership experience, network and make significant impacts outside of their normal work duties,” Mallory said.

Revolutionary Change: Col. Todaro announces updates to TOS contract award



Col. Rodney Todaro

AEDC Commander, Col. Rodney Todaro provided an update on AEDC's Source Selection efforts to the entire workforce via email on Nov. 16. Additionally, messages and other information can be found online at www.arnold.af.mil/transition.

Team AEDC,

In June, Col. Toth emailed the workforce stating that an unsuccessful offeror on the Test Operations and Sustainment contract protested the award to National Aerospace Solutions. In October, the Government Accountability Office sustained the protest in part and denied it in part. In their decision, the GAO recommended the

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HIGH MACH

Arnold Engineering Development Complex
An Air Force Test Center
Test Complex

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



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"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

AEDC 30th Annual Turkey Trot Run/Walk results in charitable win



Runners at the AEDC 30th Annual Turkey Trot Run/Walk begin a 5K run at the Complex on Nov. 19. (U.S. Air Force photo/Jacqueline Cowan)

By Raquel March
ATA Public Affairs

More than 40 runners and walkers were able to share in making a charitable donation to the St. Jude Children's Hospital during

the 30th Annual Turkey Trot Run/Walk Nov. 19 at AEDC. The 5K race and 1.5 mile trail-walk/run was hosted by the Arnold Air Force Base Company Grade Officers' Council. All proceeds of \$1,500

will be donated to the hospital. The winners of each age and gender division received a turkey.

Turkey Trot Results
Category 1 (ages 35 and under):

Male: Dawson Reed, time: 00:18:10
Female: Yeshi Dohrmann, time: 00:20:57

Category 2 (under 50):
Male: Lee White, time: 00:20:30

Female: Melissa Miller, time: 00:33:23

Category 3 (50 and over):
Male: Stephen Arnold, time: 00:20:35
Female: Maureen Burke, time: 00:26:28

Teamwork: Follow the geese

By ATA Safety, Health and Environmental

A new contract will soon bring new faces and some old faces will be moving on. One thing remains constant. That is the need for teamwork.

This fall when you see geese heading south for the winter flying along in the "V" formation, take a moment to reflect on what science has discovered about why they fly that way.

It has been learned that as each bird flaps its wings, it creates uplift for

the bird immediately following. By flying in a "V" formation, the whole flock adds at least 71 percent greater flying range than if each bird flew on its own.

People who are part of a team and share a common direction get where they are going quicker and easier, because they are traveling on the trust of one another and lift each other up along the way.

Whenever a goose falls out of formation, it suddenly feels the drag and resistance of trying to go through it alone and quickly gets back into for-

mation to take advantage of the power of the flock.

If we have "goose sense", we will stay in formation and share information with others headed in the same direction.

When the lead goose gets tired, he rotates back in the wing and another goose takes over.

It pays to share leadership roles and to take turns doing hard jobs.

The geese honk from behind to encourage those up front to keep their speed. Words of support and inspiration help energize those on the front

line, helping them to keep pace in spite of the day-to-day pressures and fatigue.

It is important that our honking be encouraging. Otherwise it's just, well, honking!

Finally, when a goose gets sick or is wounded by a gunshot and falls out, two geese fall out of the formation and follow the injured one down to help and protect him. They stay with him until he is either able to fly or until he is dead; then they launch out with another formation to catch up with their group.

As we move into the

next phase of our contract changes, let's follow the example of the geese.

When one of us is down, it's up to the others to stand by in our time of trouble or when things get rough. We will stay in formation with those headed where we want to go and be mindful of those who must take a different route. We will look out for each other and pay attention to what the other is doing, to include watching out for each other's safety.

That's a big part of teamwork.

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government make a new source selection determination. Based upon this new determination, the Source Selection Authority awarded the TOS contract to NAS earlier this morning. We plan to have NAS begin transition soon but delays are possible.

In the meantime, the Akima Support Operations transition is almost complete, and performance is scheduled to begin on Dec. 1. Additionally, OBXtek began transition on Nov. 9, and performance is expected to begin Feb. 1.

I have witnessed firsthand your agility and your ability to stay the course. I need everyone to continue to focus on safely accomplishing our mission. It is vital to our nation's defense.

I remain proud and humbled to serve with each and every one of you.

Col. Todaro



Remembrance Walk

**Remember!
Celebrate!
Act!
... A Day On,
Not a Day Off**

**January 14, 2016
12-1 p.m.
Front of
the
A&E Bldg.**

The African American Heritage Committee will host a Remembrance Walk at Arnold AFB as a tribute to Martin Luther King Jr. and many others who made sacrifices for equality and fairness, opening the door for many opportunities and freedoms we have today. Please join us as we pay homage to the past and show a united present.



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

Practice holiday safety

By ATA Safety, Health and Environmental

Before you crawl into the attic to bring down the boxes or climb onto the rooftop to string the Christmas lights, before you decorate the Christmas tree, even before you light just one little candle, do a mental exercise in risk management: Identify the risks, analyze the options, and take the necessary precautions.

If you need some encouragement, think about these numbers from the Consumer Products Safety Commission and the Centers for Disease Control. The numbers are a decade old, but the message is true:

- 12,500: The number of people treated by hospital emergency rooms each year for injuries related to holiday lights, decorations and Christmas trees
- 300: The number of fires caused by Christmas trees each year, resulting in
 - 10 deaths
 - 30 injuries
 - \$10 million in property loss
- 11,600: The number of candle-related fires annually, resulting in
 - 150 deaths
 - 1,200 injuries
 - \$173 million in property loss
- 80,000,000: The number of cases of food-borne illnesses each year, including
 - 325,000 hospitalizations
 - 5,000 deaths
 - 465,000 food-poisonings related to turkey (webmd.com)

Don't spoil the picture. Here are a few tips to help you avoid becoming one of the statistics:

- Always use the right tool for the job. You use the right thing at work; do it

at home too. Don't use a chair instead of a ladder, and don't use a ladder that's too short for the job.

- Plug outdoor electric lights and decorations into circuits protected by ground fault circuit interrupters. Portable outdoor GFCIs can be purchased where electrical supplies are sold. GFCIs can be installed permanently to household circuits by a qualified electrician.
- Follow manufacturer's guidelines for stringing together lights; usually it's no more than three sets. When decorating outdoors, use lights, extension cords, and decorations rated for outdoor use.
- Turn off all lights on trees and other decorations before going to bed or leaving the house. This applies to outdoor lights as well as those indoors. Lights could short and start a fire.
- Use extreme care when burning candles. Most have instructions on the bottom as to burn time. Keep wicks trimmed. Never move a gel candle while it is burning or even while it is hot.
- Follow Center for Science in the Public Interest formula for preventing bacteria growth on leftovers:
 - 2 hours: Move the meal from the oven to the refrigerator in two hours or less.
 - 2 inches: Store refrigerated food at a shallow depth - about two inches - to speed chilling.
 - 4 days: Eat refrigerated leftovers in four days or less. Freeze leftovers for longer storage.

Influenza vaccine available

By Arnold Air Force Base Medical Aid Station

The influenza vaccine has arrived and is now available for active duty dependents, Guard and Reserve, and retirees and their dependents at the Complex Medical Aid Station.

You must possess a valid ID card and enrolled in the Defense Eligibility Enrollment Reporting System. The Medical Aid Station will administer the vaccine by appointments only.

Contact the clinic at 454-5351 to schedule a vaccination appointment or for more information.

Wilhite assumes command of Seabee Battalion

By Deidre Ortiz
ATA Public Affairs

In a ceremony held Nov. 5 at the Naval Construction Center in Gulfport, Miss., Cmdr. David Wilhite of the U.S. Navy Reserve, assumed command of the Naval Mobile Construction Battalion 14. Wilhite currently also serves as the Simplified Acquisition of Base Engineering Requirements program manager at AEDC.

Wilhite relieves Cmdr. Marc F. Williams, the former commander. Williams transferred to Naval Facilities Engineering Command's Navy Reserve Contingency Engineering Unit as a staff officer.

Capt. Frederick A. Mucke, Commodore, 7th Naval Construction Regiment, was the guest speaker for the Change of Command ceremony.

Upon receiving the reigns of the battalion, Wilhite expressed

gratitude for the opportunity.

"I would like to thank the men and women of all ranks currently serving as members of NMCB 14, for all of their extremely valuable service and for the opportunity to join their team and for the privilege of command," Wilhite said. "I am humbled with this great honor of having been selected to lead this battalion for the next two years. I am very excited about the future of NMCB 14 and the accomplishments that lie ahead for the battalion."

NMCB 14 is one of five reserve Seabee battalions in the Naval Construction Force and is homeported in Gulfport. Seabee battalions specialize in contingency construction, disaster response and humanitarian assistance.

Some of the information included in this release was taken from the Nov. 12 issue of the *Seabee Courier*.



Agreement signed between ATA and Akima Support Operations

Akima Support Operations, LLC Project Manager Eugene Mittuch (seated left) and ATA General Manager Steve Pearson (seated right) sign the ATA/ASO Associate Contractor Agreement on Nov. 19 at AEDC. This agreement outlines how ATA and ASO will coordinate work activities. ASO was awarded the Facility Support Services contract for Arnold Air Force Base July 22. The FSS contract operations include: perform fire and emergency services; protective services; industrial security, test security, and security management support; operations center and command and control element functions; environmental management; safety; occupational and environmental health (industrial hygiene) for government employees; base supply; freight services; vehicle maintenance and operations; grounds maintenance; solid waste management; and custodial services. ASO began contract operations Dec. 1. Pictured witnessing the signing, left to right, is ATA Finance and Contract Management Branch Manager Dave Ruckstuhl, ATA Transition Manager Pat Eagan, and ATA Deputy General Manager Jeff Haars. (U.S. Air Force photo/Jacqueline Cowan)

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Jeff Dodd, ATA test engineer, added due to this and aging field test assets, AFLCMC leadership considered manufacturing new kit components.

"Because the database of existing TF43 QEC kit drawings did not contain sufficient information for fabrication, AEDC was tasked with reverse engineering an existing kit by disassembling the in-

dividual components and taking sufficient measurements to produce a drawing package that will be used for manufacturing kit components," Dodd said.

To enable greater accuracy and save time on hand measurements, a 3-D laser scanner was procured by AEDC engineers to obtain the needed dimensions of each kit component.

Dodd mentioned that

ATA Lead Designer Jim Childers helped significantly in reducing the cost of the project.

"Childers carefully researched the existing Air Force drawing database and discovered several TF34 50-10000 QEC kit drawings could be re-drawn with very little modification," he said.

By completing the disassembly process and

measuring and reproducing the bill of material fabrication drawings, AFLCMC is able to contract for the production of new kits.

"Thanks to Jim and his team, he was able to locate and resurrect many drawings thought lost," Bymaster said. "Those not found were recreated. This is a huge success story in support of the A-10 program."



AEDC engineers assisted in reproducing the bill of material fabrication drawings of the TF34 50-10000 Quick Engine Change kit for the Air Force Life Cycle Management Center, and as a result, the center was able to contract out the production of more kits. Pictured here is the adapter portion of the kit where the engine is mounted. (AEDC Photo)



CMDCM James McKinney, Naval Mobile Construction Battalion 14 command master chief, right, begins the transfer of the command colors from Cmdr. Marc F. Williams (center) to Cmdr. David Wilhite. This display is symbolic of the peaceful transfer of command from one commanding officer to the next. (U.S. Navy photo/Senior Chief Mass Communication Specialist Jeffrey J. Pierce)

ATA personnel awarded for exceptional performance at AEDC

ATA leadership recently held a fourth quarter award ceremony for fiscal year 2015 where ATA personnel were recognized for exceptional achievements in mission support, customer service, technical support, engineering and quality leadership in support of Arnold Engineering Development Complex.



James Curtis
Craftsperson of the Quarter
Mission Support Department – Emergency Services



Michael Walker
Technical Excellence in Engineering of the Quarter
Information Technology and Systems Department – Computations and Software Development



Austin Voorhes
Technical Excellence in Engineering of the Quarter
Integrated Test and Evaluation Department - Engineering and Facilities Design



Don Coulson
Craftsperson of the Quarter
Test Assets and Support Department – Plant Operations and Maintenance



Danny Strickland
Craftsperson of the Quarter
Mission Support Department – Fuels/Utility Operations and Maintenance



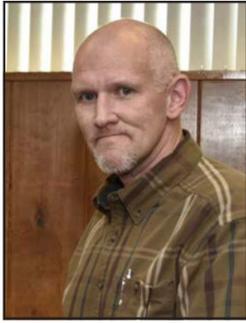
Ron Tolbert
Technical Excellence in Engineering of the Quarter
Integrated Test and Evaluation Department – Science and Technology



Christopher Curnes
Technical Excellence in Engineering of the Quarter
Integrated Test and Evaluation Department – Engineering Analysis



Shannon Medley
Administrative and Professional Support Services of the Quarter
Test Assets and Support Department – Administrative Support



Duane Stephens
Administrative and Professional Support Services of the Quarter
Mission Support Department - Tech Spec and Admin Professional



Justin Weibert
Administrative and Professional Support Services of the Quarter
Performance Management Department - Support Services



Rohan Dave
Operations and System Engineer of the Quarter
Mission Support Department - Maintenance Engineering



Brent Petry
Operations and System Engineer of the Quarter
Information Technology and Systems Department – Software Engineering



Kimberly Mead
Program Manager of the Quarter
Integrated Test and Evaluation Department – External Customer Program Manager



Keith Holt
Program Manager of the Quarter
Test Assets and Support Department – Internal Customer Program Manager



Carol Cox
Customer Service of the Quarter
Information Technology and Systems Department – Internal Customer Service

Photos are unavailable for:

Mike Rainey
Craftsperson of the Quarter; Test Assets and Support Department – Fabrication, Installation, Maintenance and Support

Gerald Norton
Craftsperson of the Quarter; Integrated Test and Evaluation Department - Test Operations and Maintenance

Ezra Owens
Operations and System Engineer of the Quarter; Integrated Test and Evaluation Department - Facility Operations Engineering

Cherise Dockrey
Customer Service of the Quarter; Integrated Test and Evaluation Department - External Customer Service

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Visit: MyDuty.mil

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READINESS = RESPECT

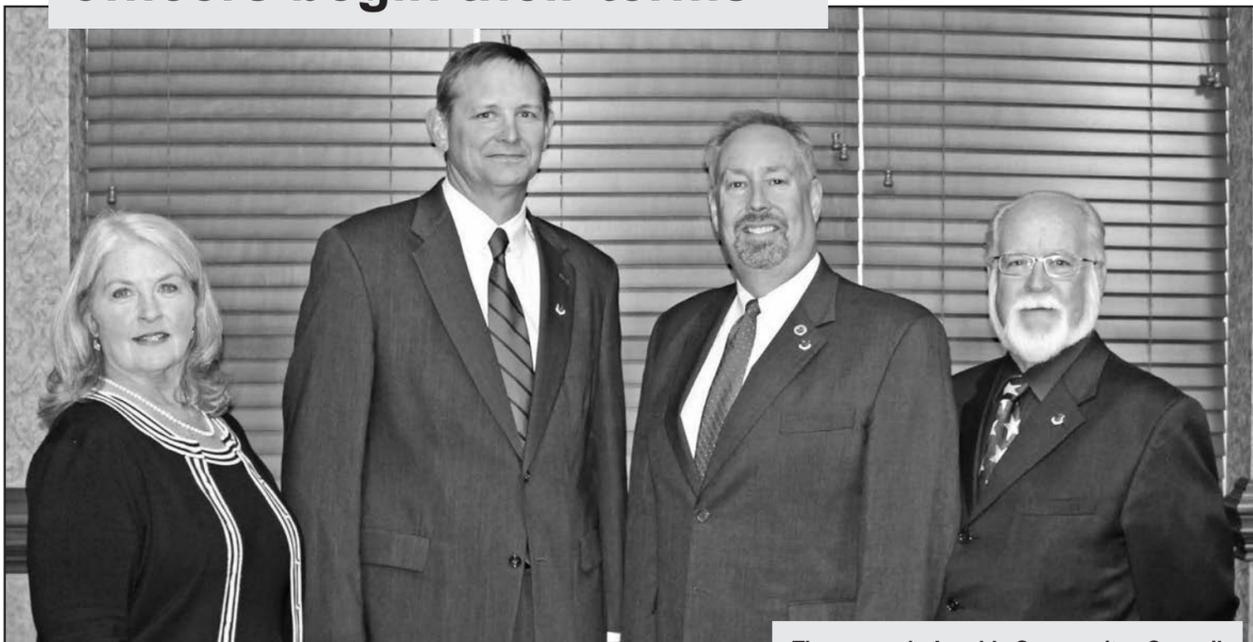
Medical Aid Station announces new hours

The new office hours for the Arnold Air Force Base Medical Aid Station are 7 a.m. – noon and 1 – 3:30 p.m. The office will close for lunch between 12 – 1 p.m.

All patients will be seen by appointment only. Walk-in customers, who need vaccinations, eye glass orders, blood drawn, Periodic Health Assessments, and other medical visits, will be scheduled by appointment.

To schedule an appointment, call the clinic at 454-5351.

Arnold Community Council officers begin their terms



The annual Arnold Community Council Banquet marks the start of the new terms for the council officers. New officers for the Arnold Community Council are, left to right: Pruda Ross, treasurer; Jim Herron, incoming president; Brian Skelton, incoming vice president; and Claude Morse, secretary. (U.S. Air Force photo/Holly Fowler)

Bagram ammo Airmen bring the boom to combat airpower



Staff Sgt. Samuel Percy, left, and Staff Sgt. Bryce Billingsly, both from the 455th Expeditionary Maintenance Squadron munitions flight and deployed from Hill Air Force Base, Utah, work on a GBU-54 500-pound bomb at Bagram Airfield, Afghanistan, Nov. 17. The ammo flight provides necessary weapons and countermeasures required to project combat airpower. (U.S. Air Force photo/Tech. Sgt. Nicholas Rau)

By Tech. Sgt. Nicholas Rau
455th Air Expeditionary Wing Public Affairs

BAGRAM AIRFIELD, Afghanistan (AFNS) – In a far corner of the base, behind fences, checkpoints and armed guards, rests one of the most explosive places on Bagram Airfield.

Filled with tons of bombs, missiles and ammunition, the Airmen of the Munitions Storage Area, or “bomb dump,” provides all the necessary weapons required to project combat airpower.

“We provide reliable munitions to accomplish the mission and to keep the pilots safe,” said Senior Master Sgt. Antonio Cousin, the 455th Expeditionary Maintenance Squadron munitions flight chief. “Our goal is to give our pilots the weapons to impede and engage the enemy. And the munitions stockpile is an avenue to achieve that goal.”

To keep the stockpile combat ready takes effort and a team of motivated Airmen. One of them, Airman

Morgan Matteson, a 455th EMXS munitions systems apprentice, is on her first deployment and less than eight months out of basic training.

“I am loving this deployment,” she said. “We have a higher tempo here, meaning the more we build the more they drop. I get to do things here that I don’t get to do at home station.”

While providing weapons to the pilots in order to execute the mission is paramount, Matteson also gets the added benefit of learning her job through this unique opportunity.

“After the mission, my priority is learning my career development course books,” Matteson said. “This deployment gives me a hands-on experience, and that is extremely helpful in learning my job.”

Developing these Airmen and facilitating munition builds falls to front-line supervisors like Staff Sgt. Chris Rintelmann, a 455th EMXS munitions systems craftsman, who is on his fourth deployment. It is also his job to connect his team to the mission.

“I am entrusted with making our new Airmen better at their job, and giving them new career experience,” Rintelmann said. “I make it a point to remind them that without ammo, the pilots can’t be driving back enemies; the guys on the ground need us.”

In just over a month, Rintelmann’s team has built, inspected or rebuilt more than 60 GBU-54 500-pound bombs, and the pilots have dropped them with a perfect 100-percent detonation rate.

But being a munitions Airman is more than just building bombs and training for tomorrow’s conflict. Cousin explains that it’s also about fellow wingmen and ammo pride.

“I have been set up with an incredible team of top-notch Airmen who have been pedal to the metal since we arrived,” Cousin said. “We train all the time for this, and there are no blue bands (inert bombs) here, only yellow ones (live rounds).”

“We are a results-based organization, and we take great pride in that.”



Airman 1st Class Deshawn Hill, a 455th Expeditionary Maintenance Squadron munitions flight journeyman, deployed from Hill Air Force Base, Utah, tightens a fuse while building GBU-54 500-pound bomb at Bagram Airfield, Afghanistan, Nov. 17. The ammo flight provides necessary weapons and countermeasures required to project combat airpower. (U.S. Air Force photo/Tech. Sgt. Nicholas Rau)

Unique theories presented at AIAA meeting



The Tennessee Section of the American Institute of Aeronautics and Astronautics held an Originality Symposium Oct. 30 at the University of Tennessee Space Institute, during which original scientific theories were presented. Many attended this meeting to witness the interesting, and at times humorous, presentations. The presenters were Eric Jacobs with a theory entitled, "Dreams of Oberth: Rapid Solar Escape through the Sun"; Monty Smith with, "Evolutionary Mysteries Regarding Native Avian Species in Southern Middle Tennessee"; Taylor Swanson with the "Scientific Analysis of 'Ghostbusters'"; and Robert Hiers with "The Pros and Cons of Gelatinous Ursidae as Humidity Sensors." AIAA members pictured left to right are Taylor Swanson, Robert Hiers, AIAA Section Chair Joseph Sheely, Eric Jacobs and Monty Smith. (U.S. Air Force Photo/Jacqueline Cowan)

Atlas V booster lands at Vandenberg

By Airman 1st Class Robert J. Volio

30th Space Wing Public Affairs

VANDENBERG AIR FORCE BASE, Calif. (AFNS) – One of the world's largest cargo aircraft recently delivered an Atlas V booster to Vandenberg Air Force Base.

The Antonov AN-124 made its way from a production facility in Decatur, Alabama, to deliver the booster Nov. 20.

"The Antonov flew from Zurich, Switzerland, to Mansfield, Ohio, and then to Huntsville, Alabama," said 1st Lt. Hammad Ghazali, the 4th Space Launch Squadron mission manager. "From there, the Atlas booster was loaded onto the aircraft and flown directly to Vandenberg."

Due to the large size of rocket components, transportation can pose unique challenges. The vehicles with the transportation muscle to accomplish this task include the Antonov; the Delta Mariner, a large cargo vessel used to transport rocket components by sea; and air ride tractor trailers, which are made to handle large, fragile shipments.

The Delta IV rocket is delivered by the Delta Mariner due to its massive size inhibiting other forms of travel.

"The Atlas V and Delta IV boosters can be transported via the Delta Mariner," Ghazali said. "This large ship is capable of carrying up to three boosters from the produc-

tion site in Alabama to either Cape Canaveral Air Force Station or Vandenberg."

Various personnel were on hand to carefully orchestrate and coordinate the successful arrival and unique transportation of the rocket booster.

"An operation of this magnitude requires extensive training, coordination and teamwork," said Lt. Col. Eric Zarybnisky, the 4th SLS commander. "Members across Team Vandenberg, along with United Launch Alliance and other mission partners, helped make it all happen."

Despite arriving via flight to Vandenberg, the booster's original transportation method involved another option.

"The Atlas booster was originally built in Denver, Colorado, before production moved to Decatur, Alabama," Ghazali said.

"Getting the first stage from Denver to Vandenberg wasn't feasible via truck so the booster was designed to be flown to the launch location. Flying the booster to the launch location minimizes the transport time and avoids hazards that the booster structure would

be exposed to over land." Consisting of a multitude of features, the Atlas booster is a pivotal piece of the space mission.

"The Atlas V booster provides space lift for critical spacecraft, including defense satellites, NASA scientific missions, and commercial satellites," Zarybnisky said. "The boosters carry the bulk of the fuel required to produce the thrust necessary to launch these satellites into the desired orbits. The orbits we launch to, from Vandenberg, are unique and provide our launch customers the ability to perform missions they could not accomplish if they launched from Cape Canaveral."

With the booster's successful arrival, day-to-day launch operations remain intact – ensuring mission success at Vandenberg.

"Launch vehicle processing has very tight timelines," Zarybnisky said. "Delays in a single operation can have large ripple effects across the process. By ensuring a smooth delivery, we can prevent schedule compression that induces additional risk into launch vehicle processing."



An Antonov AH-124-100 delivers rocket equipment upon its arrival at Vandenberg Air Force Base, Calif., Sept. 9, 2014. A similar aircraft – the Antonov AN-124, one of the largest cargo aircraft in the world, made its way from a production facility in Huntsville, Ala., to deliver an Atlas V booster to Vandenberg Nov. 20. (U.S. Air Force photo/Senior Airman Shane Phipps)

The unstoppable Airman

By Staff Sgt. Lealan Buehrer
182nd Airlift Wing Public Affairs

PEORIA, Ill. (AFNS) – Airman 1st Class Tanya Brown was a fulltime everything three years ago – beautician, livestock farmer, college student, wife and mother to four children. Then, not being one to shy away from a challenge, the 35 year old decided to join the Air National Guard.

Along the way, she earned a 94 percent technical school class average, the Thunderbolt Certificate for Fitness Excellence, the Small Arms Expert Marksmanship Ribbon, and a 98.5 percent physical fitness score.

What motivated the 182nd Force Support Squadron Airman to add military service to her hectic life, and how did she excel at it? It all started with a haircut.

Brown was working

as a cosmologist and esthetician when an Army sergeant came into the spa needing a last-minute haircut before reporting for duty. Brown assisted him. Recruiters had recently visited her oldest daughter's high school, so Brown started asking questions about the armed forces. The sergeant asked her if she had ever considered enlisting.

Brown said she was too old for that. The sergeant disagreed, and it made her begin to wonder.

She continued picking his brain during monthly haircuts until he finally offered to connect her with recruiters. One of them was Tech. Sgt. Stephen Graves from the Illinois Air National Guard's 182nd Airlift Wing in Peoria.

Graves said the normal age of recruits coming through his office was 17 to 23, so Brown was not his typical customer. The cutoff age for new enlistees is 39.



Airman 1st Class Tanya L. Brown, a services journeyman with Illinois Air National Guard's 182nd Force Support Squadron, wraps food after lunch in Peoria, Ill., May 2. Brown, a full-time beautician, farmer, student, wife and mother, enlisted in the Air National Guard at the age of 35. (U.S. Air National Guard photo Staff Sgt. Lealan Buehrer)

"It was unusual," Graves said, "so we try to let (older enlistees) know that 'OK, this is what you're going to get into. You're going to be held to the same requirements,' and she was all for it."

Brown said that one thing led to another and she ended up enlisting.

"I didn't even tell my family and friends for a while," she said. "My husband knew when I went and bought the running shoes. (He) looked at me and goes, 'You're serious about this, aren't you?'"

Brown had not run in 15 years, so she started training in order to conquer the Air Force's basic military training in San Antonio. However, that was not the obvious obstacle she anticipated.

"I was nervous about going to basic and tech school at such an age difference," she said.

She knew that she needed to blend in with girls nearly half her age.

"I just kind of sit back and just let people be who they are and just try to become part of the group," Brown said.

However, she did not hesitate to administer some wisdom when attitude problems flared up in the dormitory.

"I wasn't being mean or anything, but I would take them aside and I'd say, 'Hey, there's a better way to deal with something like this,'" Brown said. "And then after a while they'd start coming to me if they were sick. It was funny. They'd start coming to me like I was a nurse or something, or their mom."

Brown called her smile her biggest challenge in basic military training.

"You know, it was hard for me because I've been in the public working all the time around people and learning how to smile and customer service, and all that," Brown said. "Well, when I went down

to basic, you can't smile no more. There's a military bearing. And that was my biggest thing, getting yelled at for that."

Brown passed her first two-week physical fitness evaluation and kept pushing herself to see how far she could go. She earned the second highest award for fitness there at age 36 with 57 situps, 43 push-ups, two pullups and a 1.5-mile run time of 11 minutes, 28 seconds.

Brown then attended the Services Apprentice Course in Fort Lee, Virginia, after a short visit home. She said that she chose the career field because she already had a background in customer service and food preparation, having held a food sanitation license for more than 10 years. She also saw the career's mortuary affairs training as good knowledge to apply to her nursing studies.

Brown returned home after graduating technical training school in 2014 and began work with the force support squadron. She said that she is still happy she enlisted.

"I love it. I think everybody around here's

pretty cool," Brown said.

Master Sgt. Sarah Markham, the services superintendent at the 182nd FSS, said that the feeling is mutual.

"Tanya Brown is one of the hardest working, self-motivated, energetic Airmen I've ever encountered throughout my career," Markham said. "She has proved to be an asset to the force support squadron and is always on point with the mission at hand."

The unit invited Brown to join its search and recovery team upon her recent completion of her five-level career development course. She started back up with her studies at Richland Community College, where she is pursuing an Associate of Science using the 100 percent paid tuition grant and the GI Bill offered by the Illinois National Guard.

Brown said that no one excuse could keep a person from serving, if they wanted to.

"I say, if you want to do it, do it," Brown said. "Doesn't matter what age you are. If you're determined to do it, you set your mind to it, you can do it. No matter what."

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Eglin crew chiefs advance with F-35

By Senior Airman

Andrea Posey

33rd Fighter Wing Public Affairs

EGLIN AIR FORCE BASE, Fla. (AFNS) – As the Air Force continues to develop their newest fighter jet, the F-35 Lightning II, the 33rd Fighter Wing ensures the Airmen tasked with taking care of it receive the training they need to advance with it.

Crew chiefs who have worked alongside the F-35 since its production, have transformed into a new breed of maintainer, capable of navigating the upgrades a fifth-generation fighter jet will go through.

Crew chiefs start early, preparing jets for the first sortie of the day at 7 a.m. Throughout the day, these Airmen maintain the mechanical integrity of the planes before and after sorties. Unlike other maintainers, crew chiefs perform routine and preventative maintenance on the entire aircraft, as opposed to focusing on a particular system or subsystem. On the flightline, it's these Airmen's job to guarantee everything on the aircraft is

upheld according to exacting standards to keep pilots safe while flying.

"When I'm out on the flightline, I make sure I know -- confidently -- the jet is going to come back," said Airman 1st Class Emily Peil, a 33rd Aircraft Maintenance Squadron crew chief. "(The pilot) takes the chance and trusts me to get them back. It is a necessity we don't lose jets out in the field."

Crew chiefs at the 33rd FW were introduced to the F-35 in 2011 and have worked with the jet's development to train on the technological advancements the fifth-generation fighter offers.

With aerodynamic performance and advanced integrated avionics, the F-35 provides next-generation stealth, enhanced situational awareness and reduced vulnerability for the U.S. and its allies, according to the Air Force F-35A fact-sheet.

The 33rd FW is home to more than 20 F-35A variants with close to 80 crew chiefs to maintain them. Crew chiefs have plenty of opportunities to interact with the new capabilities

of these aircraft as the jets participate in more than 65 sorties a week, said Senior Master Sgt. Ryan Edwards, the 58th Aircraft Maintenance Unit superintendent.

Edwards, who has been in the military for 18 years, 15 of which were in the maintenance career field, has experienced the technological advances from the legacy aircraft to the fifth generation firsthand.

"The technical prowess of the maintainer has advanced alongside the technological advances of the aircraft (itself)," Edwards said. "Our crew chiefs, avionics and weapons personnel work hand in hand to solve complex issues that often cross over from one system to another due to data integration and sensor fusion."

The abilities of the F-35 uncover new territory for crew chiefs at the 33rd FW, empowering them to create guidelines and regulations for future maintainers to follow.

"Technology guidance was not complete when the program started, so we had to fix problems as we met them," said Tech. Sgt. Vicente Martinez, a 33rd

AMS training monitor. "In some cases, we write guidelines for the F-35 (or we run into incorrect guidance and have to stop and fix (it). That process can be frustrating because it's time-consuming, but in the end it's rewarding because it sets us up for the future."

Martinez, a crew chief for 10 years, is also one of the maintainers selected to transition from a legacy aircraft, the F-16 Fighting Falcon, to the F-35.

"The transition was easy because of the previous experience I had," Martinez said. "Most of the concepts are the same."

One difference Martinez noted is the way day-to-day maintenance is carried out. In legacy aircraft, maintainers use visual gauges or other equipment to do inspections and operational checks. On the F-35, an internal computer within the jet performs the majority of these duties.

The computer completes a vehicle system built-in test that tells maintainers if there are malfunctions within the aircraft that require attention.

"(The computer) can tell (us) everything about

the jet and help (us) control aspects of (it)," Peil said. "It gives (us) control (we've) never had on jets before."

Unlike Martinez, Peil has no experience with leg-

acy aircraft as she is part of the new generation of crew chiefs that graduate technical school specifically for the F-35. Peil foresees this program enhancing her career.

Milestones



Bonnie Heikkinen
40 Years

40 YEARS
Bonnie Heikkinen, ATA

35 YEARS
Janet Gammon, ATA

30 YEARS
Gloria Fairchild, AF
Eddie Patton, ATA
Lisa Yatsko, ATA

25 YEARS
Daniel Flanigan, ATA
Rick Kelley, ATA

20 YEARS
Jason Patton, ATA
Duane Stephens, ATA

15 YEARS
Brian Farless, ATA
Cindy Prebola, ATA
John Prebola Jr, ATA
Eric Van Horn, ATA

10 YEARS
Tracie Burnett, ATA
Clinton Ellison, ATA
Mark Olson, ATA

5 YEARS
Richard Bagley, ATA
Robert Sindorf, ATA



Janet Gammon
35 Years

RETIREMENTS
David Granniss, AF
Jimmy Nance, ATA
Robert Stanze, AF
Jeff Ross, AF
Master Sgt. Kent Willette, AF

NEW HIRES
David Anderson, AF
Christopher Hartley, AF
John Hopf, AF
Capt. Adam Hopkins, AF
Amanda Kovacs, AF
Chrystal Mobley, AF
Christopher Northrup, AF
Staff Sgt. Case Pritchett, AF
Douglas Seals, ATA
2nd Lt. Benjamin Sinemus, AF
Justin Smith, ATA
John Stewart, AF
David Strieby, ATA
Michael Wrenn, AF

DEGREES/ CERTIFICATES
Gloria Fairchild, Level II DOD
Financial Management Certification

This day in espionage history

By AEDC Industrial Security

Dec. 10, 2006 – Ariel Jonathan Weinmann sentenced to 25 years in prison for espionage, desertion and theft

Dec. 14, 1981 – Marion Zacharski convicted of espionage and receives a life sentence

Dec. 18, 1984 – Thomas Cavanagh arrested and charged

❖ A Northrop Corporation em-

ployee

❖ Dec. 18, 1984, arrested and charged with attempting to sell classified documents on stealth aircraft technology to the Soviets

❖ His attempt to contact a Soviet official was intercepted by the FBI

❖ Told his new contact that the information he had taken from Northrop were of highest value and that "once they were in the

hands of the Soviets, they would save them billions"

❖ Plead guilty to two counts of espionage and on May 23, 1985, sentence to two concurrent life terms

Dec. 18, 1998 – David Sheldon Boone plead guilty to conspiracy

Dec. 20, 1985 – Ronald William Pelton indicted on six counts related to espionage

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