



HIGH MACH

Serving the World's Premier Flight Simulation Test Complex



Vol. 63, No. 5

Arnold AFB, Tenn.

PRSRIT STD
US POSTAGE PAID
TULLAHOMATN
PERMIT NO. 29

March 7, 2016

F-35 Lightning engine undergoes corrosion testing at AEDC

By Deidre Ortiz
ATA Public Affairs

Corrosion testing of the F135 engine, the afterburning turbofan developed for the F-35 Lightning II Joint Strike Fighter, is being performed in one of the sea level test cells at AEDC.

According to AEDC Aeropropulsion Test Branch deputy director Mike Dent, the F135 engine is undergoing propulsion testing in the SL-3 test facility to see how it performs in the corrosive sea-air environment.

"During this type of test, we simulate sea air by mixing a brine solution into the ambient air supply," he said. "The F135 is then run through simulated sorties and on-deck tie down exposure."

See F-35, page 3



An F-35 Lightning II assigned to the 61st Fighter Squadron at Luke Air Force Base, Ariz., takes off as the sun sets. Corrosion testing of the F135 engine, the afterburning turbofan developed for the F-35 Lightning II, is undergoing testing at AEDC to see how it performs in the corrosive sea-air environment. (U.S. Air Force photo/Staff Sgt. Staci Miller)

Ground breaking ceremony held for new government vehicle fuel station at AEDC

By Raquel March
ATA Public Affairs

A recent ground breaking at AEDC marks the beginning of construction for a new Ground Vehicle Fueling Facility for official government vehicles.

The \$3.4 million effort is a Military Construction project funded by the Defense Logistics Agency with the U.S. Corps of Engineers serving as the design and construction agent. CAPE Environmental Management, Inc. is the design/build contractor.

According to Nick Hibdon, energy/utility program manager with the AEDC Civil Engineering Branch, the fueling facility will be an upgrade from the existing gas station.

"The current fuel station was constructed in 1953 and is less than 50 percent functional," Hibdon said. "A bonus is that we will move from



Morgan Murphree (right), with U.S. Army Corps of Engineers at Redstone Arsenal, AEDC Commander Col. Rodney Todaro (center) and Kurt Gates, with CAPE Environmental Management, Inc., break ground Feb. 18 for the construction of a new Ground Vehicle Fueling Facility at AEDC. The facility, located adjacent to the bulk fuel farm, is expected to be operational by the end of October. (U.S. Air Force photo/Holly Fowler)

storing fuel in underground storage tanks to above ground tanks. There are additional risks and monitoring requirements that go along with underground tanks since the tanks cannot be visually in-

spected like an above ground tank." All base operation vehicles are fueled through the current fuel station on Fifth Street. A benefit of the new station is improved safety due

to a modern design that features a fenced facility and a location away from main traffic routes.

The facility, located adjacent to the bulk fuel farm, is expected to be operational by

the end of October. Hibdon said, "Once construction is complete, we will then demo the current fuel station; specifically the underground tanks, pumps and canopy."

the end of October. Hibdon said, "Once construction is complete, we will then demo the current fuel station; specifically the underground tanks, pumps and canopy."

AEDC engineer recognized for technical paper on revolutionary hypersonic test capability

By Deidre Ortiz
ATA Public Affairs

Jonathan Osborne, aeronautical engineer for Mira Facilities, has been selected as a recipient of the Best Paper Award presented by the Airbreathing Propulsion Subcommittee of the Joint Army Navy NASA Air Force Inter-agency Propulsion Committee.

The award recognizes the technical paper he co-authored entitled, "Morphing Ceramic Com-

ponents for Hypersonic Ground Test Facilities" presented at the JANNAF 34th APS meeting in Albuquerque, N.M.

Osborne is leading the MORPH project at AEDC which aims to validate morphing ceramic materials for High Speed/Hypersonic ground test applications including variable Mach number nozzles and direct-connect distortion generation devices.

"The ultimate goal of this project is to provide a stepping stone on the path

to being able to "fly the mission" during ground tests when developing hypersonic propulsion technologies," he said.

The MORPH project is funded through the High Speed Systems Test Technology Area under the Test Resource Management Center's Test and Evaluation / Science and Technology Program.

"It's exciting that the MORPH project team is being recognized for this important contribution to the hypersonic commu-

nity," Osborne said.

According to Ed Tucker, executing agent and AEDC branch chief for the HSST Program, the construction of the MORPH device has been completed and project team is now installing it in the Air Force Research Laboratory Research Cell 22 for validation testing in March. He noted that upon successful demonstration of the technology, the MORPH hardware will be transitioned to a DOD Test and Evaluation

facility for use with scramjet propulsion development.

Tucker applauds Osborne on his recent recognition and for the success of the MORPH project.

"This is a revolutionary new T&E capability enhancement and Jon has contributed greatly toward its development."

Osborne adds, "I look forward to putting the hardware through its paces in RC 22 in the very near future, so stay tuned for the results."

TOS transition begins April 1



Col. Rodney Todaro

AEDC Commander, Col. Rodney Todaro recently provided a series of updates on AEDC's Source Selection efforts to the entire workforce via email. Below is his message sent March 2. Additionally, messages and other information can be found online at www.arnold.af.mil/transition.

Team AEDC,

I'm pleased to share that I've been informed by Jacobs, managing partner of Innovative Test Asset Solutions, LLC (ITAS), which protested the initial and subsequent awards to National Aerospace Solutions, LLC (NAS), that they have decided not to take further legal action after Friday's Court of Federal Claims decision. This is good news and transition can proceed on April 1 without questions of further legal challenges.

See TOS, page 2

In This Issue....

Close sisters working closely together

...Page 4



Local engineers show students 'Engineers make a world of difference'

...Page 11



HIGH MACH

Arnold Engineering Development Complex
An Air Force Test Center
Test Complex

Col. Rodney Todaro
Commander

Jason Austin
Chief,
Public Affairs



Steve Pearson
General Manager,
Aerospace Testing
Alliance

High Mach Staff:
Kathy Gattis, ATA Public
Affairs Manager &
Executive Editor
Deidre Ortiz, Editor

High Mach is published by Lakeway Publisher, Inc. a private firm in no way connected with the U.S. Air Force, Arnold Engineering Development Complex (AEDC) or Aerospace Testing Alliance (ATA), under exclusive written contract with ATA, complex support contractor, at Air Force Test Center's AEDC, Arnold AFB, Tenn., 37389.

Everything advertised in this publication will be made available for purchase, use or patronage without regard to race, color, religion, sex, national origin, age, marital status, physical handicap, political affiliation or any other non-merit factor of the purchaser, user or patron.

The *High Mach* office is located at 100 Kindel Drive, Suite A236, Arnold AFB, Tenn. 37389-1236. Editorial content is edited and prepared by AEDC support contractor ATA. Deadline for copy is Wednesday at close of business the week before publication.

This commercial enterprise newspaper is an allowable ATA contractor publication for personnel at AEDC.

The content of *High Mach* does not necessarily reflect the views of the Air Force, AEDC or ATA. The appearance of advertising in this publication does not constitute endorsement by the Department of Defense, the Department of the Air Force, AEDC, ATA or Lakeway Publisher, Inc. of the products or services advertised. For advertising information, call (931) 455-4545.

For general information about *High Mach*, call (931) 454-5655 or visit www.arnold.af.mil.

**Core Values**

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

**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

Know the rules regarding political activities

By Maj. Dan Watson
AEDC Staff Judge Advocacy

As you may have noticed from all the campaign ads and televised debates, 2016 is a presidential election year. Before composing the next social media post that you are certain will tip the balance of the election in favor of your preferred candidate, it is important to remember that if you are a member of the military or federal civilian employee there are specific prohibitions and guidance you must follow regarding political activities.

The Department of Defense has a longstanding policy of encouraging DOD personnel to carry out the obligations of citizenship. Further the DOD maintains a longstanding and well-defined policy regarding political campaigns and elections to avoid the perception of sponsorship, approval or endorsement of any political candidate, campaign or cause. These policies, regarding political campaigns and elections, support and enable a fair political process.

Military members are subject to Department of Defense Directive (DoDD) 1344.10, *Political Activities by Members of the Armed Forces*.

TOS from page 1

I'm confident this decision by ITAS will allow us to focus more intently on the challenging transition period ahead.

I encourage everyone to visit the NAS website, <http://nas-llc.us/>, where the NAS leadership team has been posting updates and is one tool they will use to communicate their plans to you.

This followed the message Commander Col. Rodney Todaro provided update on Source Selection efforts on March 1.

This morning our government transition team began transition planning in conjunction with National Aerospace Solutions, LLC (NAS), and established April 1, as the start of a 90-day transition phase. NAS leadership will be arriving on base on Thursday to continue the dialogue which began today.

The Air Force plans to transition the Test Operations and Sustainment requirements to NAS on 1 July, starting their period of performance.

In order to ensure continuity of operations during transition, the Air Force will exercise the final six month option on the Aerospace Testing Alliance (ATA) contract, extending performance to 30 Sept. Much like previous transition efforts, the Air Force will then de-scope the ATA contract when NAS begins performance and when the Technical Management and Advisory Services (TMAS) contractor begins performance.

Currently the TMAS effort, being managed at Eglin AFB, Fla., is still in a source selection status. We are assessing potential courses of action about how to have TMAS requirements met after the 1

July transition to NAS in the event TMAS is not awarded by then. The transition to NAS will be significantly larger and more complex than the previous four transition efforts. We have documented many lessons learned from those earlier efforts, which will prove useful. However, NAS will perform work which is core to our mission to develop test and evaluate weapon systems for our nation. We must put significant emphasis on this transition. If we don't get it right we delay getting vital weapon systems to our warfighters; we drive up program costs to the taxpayers; we fail at what the nation expects of us.

None of those options are acceptable. Short of being unsafe, I need everyone's focus to be on the task in front of them and how it supports our mission and this transition. You and the work you do are invaluable to our nation and I need you in the fight.

I am humbled to serve beside each and every one of you.

Commander Col. Rodney Todaro's initial update on Source Selection efforts regarding the TOS contract was sent via email on Feb. 25. Below is that message.

Team AEDC,

On December 7th, I shared with you that the Test Operations and Sustainment (TOS) contract awarded to National Aerospace Solutions (NAS) in November had received a protest in the Court of Federal Claims (COFC). I am pleased to announce the judge's decision to deny this protest and uphold our award to NAS.

You have done a phenomenal job of staying focused on our mission during this time of uncertainty. The Facility Support Services (FSS) and Base Communications and Information Technology Services (BCITS) contracts are performing well because of your diligence. Now I encourage you to join with me in welcoming National Aerospace Solutions to the AEDC team as we enter a new era. I will keep you informed

as we develop the transition schedule.

The Arnold Engineering Development Complex plays a major role keeping our Air Force and all our sister services ahead of our adversaries. It's not the location, it's not the facilities, it's the people that work here - your expertise and innovation help make our Air Force great. There's been a lot of change recently and it has caused a lot of anxiety, but

what we do has never been more important, and you have never been more important. You are extremely valued. Again, please join with me in welcoming the latest addition to the AEDC family and help to ensure a successful contract transition.

I continue to be humbled to serve our great nation with you.

Col. Todaro



Maj. Dan Watson

speaking before a partisan political gathering.

For the complete list of permitted and prohibited activities, please refer to the DoDD and AFI referenced above and available at the following links: <http://www.dtic.mil/whs/directives/corres/pdf/134410p.pdf> or http://static.e-publishing.af.mil/production/1/af_a3_5/publication/afi51-902/afi51-902.pdf

For civilian employees, the rules regarding political activities are in a Federal law called the Hatch Act (Title 5, US Code, Sections 7321-7326) and its implementing regulations (Title 5, Code of Federal Regulations, Part 734).

The Hatch Act is administered and enforced by the U.S.

Office of Special Counsel. OSC guidance has provided a Hatch Act summary to help civilian employees remain in compliance with the law. OSC guidance provides "generally, federal employees can avoid violating the Hatch Act if they (1) do not engage in political activity while on duty or in the workplace; (2) do not engage in political activity in an official capacity at any time; and (3) do not solicit or receive political contributions at any time." For further information on the Hatch Act, please refer to the OSC website for a list of frequently asked questions at <https://osc.gov/Pages/HatchAct-FAQs.aspx>.

It is important to highlight for both military members and civilian employees that the use of common social media sites (e.g. Facebook, Twitter, etc.) does not exempt or shelter you from complying with applicable laws and regulations. The Air Force recently released a video to make personnel aware of how the rules apply to social media. In the video, Tech. Sgt. Holly Roberts-Davis cites the DOD directive provided above regarding the political activities of military members, but includes updates as the policy relates to social media. Among other things, Roberts-Davis

states, "If that social media site, or your post identifies you as on active-duty ... then you must clearly and prominently state that the views expressed are those of you as an individual only and not those of the Department of Defense or your service."

Roberts-Davis also provides that when an active duty military member posts or links to specific political parties or candidates, it is interpreted by the DOD as distributing literature for the party or candidate, which is prohibited by DoDD 1344.10. The Air Force video is highly recommended for active duty military members and can be found at the following link: <http://www.af.mil/News/ArticleDisplay/tabid/223/Article/646805/fyi-politics-social-media.aspx>.

This article is not intended to cover every aspect of permitted and prohibited political activities. The purpose is to remind everyone of the rights and responsibilities we have as military members or civilian employees to exercise our rights and stay within the confines of law and regulation. If you have any additional questions, please contact the AEDC Public Affairs Office at 454-4204 or the AEDC Legal Office 454-7814.

2016 AEDC FELLOWS

Nominations due by March 25

Nominations are currently being accepted for the 2016 AEDC Fellows Program. Nominations must be submitted in written form with supporting materials to: AFTC/CZ, 100 Kindel Drive, Suite A327 Arnold AFB, TN 37389-1327.

For information, including the format for AEDC Fellows nomination submissions, contact the AEDC Chief Technologist Office at (931) 454-6505.

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 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*.

- Supervisors at every level will ensure this policy is followed. Disciplinary action is appropriate for repeated violations.
- Updates to this policy will be made in the future to further align with Air Force guidelines.
- 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

F-35 from page 1

After running the engine for an extended period, an inspection is performed on the engine and the testing process is then repeated.

According to Dent, the goal of corrosion

testing on the engine is to assist in preparing the F-35 fleet for Naval operational deployment.

All-weather climatic testing of the F-35 took place at McKinley Climatic Laboratory, Eglin

Air Force Base, Fla., in 2014 to assess the entire aircraft in wind, solar radiation, fog, humidity, rain intrusion/ingestion, freezing rain, icing cloud, icing build-up, vortex icing and snow.

In addition to withstanding sea level conditions, the aircraft level tests at MCL indicate how the F-35 aircraft will perform in a multitude of climatic environments.

The Lighting II is a

multi-role, multi-service, single seat, single engine strike fighter featuring next generation stealth technology. It delivers 5th Generation airpower essential to

yields multi-dimensional capabilities to defeat 21st Century threats and enables joint and coalition partners to conduct shoulder-to-shoulder operations in future conflicts.

Swickard receives Air Force Association Award

By Raquel March
ATA Public Affairs



Vickie Swickard

Vickie Swickard, an investigative assistant with the Air Force Office of Special Investigations at Arnold Air Force Base, received the 2016 Air Force Association Outstanding Air Force Civilian Employee of the Year Award for her criminal and counterintelligence investigative support to AEDC.

The award citation stated that, "Mrs. Swickard supported agents at AFOSI Detachment 106, who conducted 24 investigations and operations, and assisted with providing time-sensitive intelligence and terrorism threat information to base leadership at four geographically separated units."

Greg, D. Pfeiffer, Special Agent in Charge of the Air Force Office of Special Investigations at Arnold, commended Swickard on this recent recognition.

"We, AFOSI Detachment 106, are extremely proud of Ms. Swickard's accomplishments, and thrilled she has won this wing level award, moving on to compete at the Air Force level. The knowledge and relationships she has built over the past 36 years is an irreplaceable capability that contributes to our mission success, and we couldn't do it without her," he said.

Swickard who has worked at AEDC for 36 years, 20 years with AFOSI, is a resident of Winchester.

Willis receives Excellence Award for support of African American Heritage Committee

By Deidre Ortiz
ATA Public Affairs

The AEDC African American Heritage Committee presented an Excellence Award to Janice Willis during the African American Heritage Luncheon on Feb. 12 as a way to show appreciation for her continued support.

Fred Rone, AEDC electronics engineer and Black Employment Program Manager explained Willis, illustrator with Information International Associates at AEDC, was selected as the recipient of the award for providing "years of exemplary performance and demonstrated integrity and a strong commitment to the success of the African American Heritage Committee mission and values of the Arnold Complex."

Rone added that she contributed greatly to this year's luncheon and has assisted with many other events that AAHC has hosted.

"Mrs. Janice Willis has



During the African American Heritage Lunch held Feb. 12 at the Arnold Lakeside Center, Fred Rone with AEDC African American Heritage Committee presented the Excellence Award to Janice Willis to show the group's appreciation for her support of the committee's events. (U.S. Air Force photo/Holly Fowler)

been responsible for providing outstanding graphic material for promotion and advertisement, such as posters and banners, for all of the AAHC events for a countless number of years. She has provided this service to the Committee selflessly and without hesitation, even with an extremely high workload and quick turnaround

need. "Her efforts and hard work has had a tremendous impact on the overall success of the AAHC. So with this award, because we don't say it enough, we wanted to show how much we truly appreciate her and all that she has done and continues to do for our committee."

Willis has worked at

AEDC for going on 44 years and has contributed to the AAHC since its inception.

"I really appreciate this honor," she said. "I just do my job, and I feel very privileged to come to work every day because I enjoy the opportunity to work with and assist people. It's a blessing for me."

Keeping the C-17 in the fight

By Tech. Sgt. James Hodgman
379th Air Expeditionary Wing Public Affairs

AL UDEID AIR BASE, Qatar (AFNS) – The C-17 Globemaster III is a versatile aircraft in high demand across the globe. The airframe is used to haul cargo, transport passengers and medically evacuate wounded service members.

The 8th Expeditionary Air Mobility Squadron maintenance team at Al Udeid Air Base helps keep the base's C-17 fleet mission ready by performing regular maintenance on each aircraft. The unit provides the only tier two C-17 maintenance capability in the U.S. Central Command area of responsibility with the ability to replace engines and perform fuel cell work.

"Our goal is to maintain our C-17s so they're ready to go at a moment's notice," said Senior Airman Matthew Vanderbosch, a 8th EAMS C-17 crew chief from Buffalo, New York. "We need to make sure the aircraft is crew ready. We configure the cargo bay for each mission, inspect everything on the aircraft and call in specialists, as needed, to fix problems quickly."

Conducting preflight inspections is one of the many responsibilities of 8th EAMS crew chiefs. During inspections, nearly a half dozen crew chiefs inspect every system on the aircraft, Vanderbosch said.

"We inspect the interior and exterior of the

aircraft, all lights, computer systems, hydraulics, every brake and tire ... everything," said Staff Sgt. Robert Hill, a 8th EAMS C-17 crew chief from Helena, Montana. "Each inspection consists of hundreds of items."

Ensuring the C-17, an aircraft called upon to evacuate 80 U.S. Embassy personnel from Yemen in February 2015, is mission ready is vital, Hill said.

"Everything we do here has an impact. Every time we support a jet launch we're making things happen," Hill said. "Whether it's moving passengers across the AOR, delivering munitions or delivering humanitarian aid like water, blankets or food to people in need; we are here to support all of that."

One day, Vanderbosch was informed of a C-17 waiting to takeoff to transport wounded Soldiers out of Afghanistan. The aircraft was fueled up, the pilot was ready to start engines and the aeromedical evacuation crew was ready to go. However, there was one problem -- two tires needed to be replaced.

"Without hesitation, a team of us went out to the jet, jacked it up and replaced the tires," Vanderbosch said. "Behind every flight crew, there's a team of crew chiefs and specialists ensuring they can do their jobs, because if we don't do our jobs, the flight crews can't do their jobs."

"Knowing we were able to help bring those Soldiers home and get



Airman 1st Class Jacob Chambers, an 8th Expeditionary Air Mobility Squadron C-17 Globemaster III crew chief, marshals in a C-17 Globemaster III at Al Udeid Air Base, Qatar. The 8th EAMS maintenance team performs maintenance actions on C-17s to ensure they're mission ready. (U.S. Air Force photo/Tech. Sgt. James Hodgman)

them the care they needed ... being a part of that, was pretty cool," he continued.

During his time at AUAB, Vanderbosch said he's replaced C-17 brakes, lights and more tires than any other time in his Air Force career.

The 8th EAMS maintainers perform maintenance actions on a routine basis in an effort to ensure assets are available at the time of need, Hill said.

"We track the maintenance needs for every aircraft; we assign people as necessary, perform our

inspections and focus on preventative maintenance so we take care of problems before they arise," Hill said.

The 8th EAMS currently has a logistics departure reliability rate of nearly 93 percent. That means for every 10 aircraft assigned to missions, nine take off on time.

The LDRR is one of many achievements made possible by the hard work of the 8th EAMS maintenance team, said Capt. Danielle Rogowski, a 8th EAMS maintenance operations officer from St.

Cloud, Minn.

"Our guys understand the importance of what they're doing and they see the impact of what they do every day," she said. "When a C-17 is transporting service members across the AOR or when someone needs to get medevac'd out, that's possible because of the work my Airmen do."

Rogowski said she's impressed with the dedication her Airmen bring to the mission.

"I'm so proud of our people, to do what they do every day in extreme

heat; I'm having to pull them off of stands to take breaks because they won't stop. If something is broke, they won't stop until it's fixed," she said. "To display such tenacity, that's impressive and they bring that tenacity every day. They come here ready to go, focused on getting the mission done."

In 2015, the 8th EAMS supported more than 1,700 sorties delivering nearly 24,000 tons of cargo and more than 9,000 people to locations across the CENTCOM AOR.

Close sisters working closely together



AEDC team members and sisters Narlane Hampton (left) and Faye Ford have worked in the same building for 30 years and currently have offices beside each other. Hampton works in the ATA Property Disposal Department and Ford works in the ATA Purchasing Department. (U.S. Air Force photo/Holly Fowler)

By Raquel March
ATA Public Affairs

AEDC team members and sisters Faye Ford and Narlane Hampton have worked in the same building together for 30 years and their offices are currently side by side.

Their relationship is similar to twin siblings because they are often together and speak several times throughout the day, including after work.

“Faye and I are always there for each other, no matter what the circumstance is,” said Hampton, an administrative professional in the ATA Property Disposal Office. “Although there are several years between us, she is my best friend forever. We talk on a daily basis, whether at home or work. We still give each other birthday gifts, Christmas gifts and we share coordinating our family gatherings together.”

“We have always managed to have breaks and

lunch together. Working together has not changed our relationship, we can get home and we still call each other at night before we go to bed. If I am not at work or Faye is not, then we manage to talk to each other before the day is over.”

Ford, a buyer in the ATA Purchasing Department, recalled occasions where Hampton was a great support for her during her daughter’s rehabilitation.

“When my daughter Janis was injured in a car accident on Feb. 2, 2014, she [Hampton] was always there when I didn’t even know that she was coming,” Ford said. “When Janis was sent to the Shepherd Center in Atlanta, Ga., every other weekend she and her husband were there and she called every single day – more than once or twice a day – to check on her and me.”

Hampton’s care and love for Faye and four other siblings was evident

in stories they both told.

When their oldest sister passed away in 1984, Hampton said, “That left me as the oldest of five siblings. When we were growing up, my other siblings and I always let Faye have her way on just about everything because she was the baby. No kids in our neighborhood would pick on Faye; they knew that my sister, brothers or myself would be there to take up for her.”

Ford said, “Being the next oldest [sibling], she [Narlane] has taken on the role of being there for all of us in any way that she can.”

Ford began working at AEDC in 1981 in the Receiving Department and Hampton began in the Demand Processing Department in 1986.

As Hampton prepares for retirement, Ford admits that there are things she will miss such as listening for her to come in the office every morning and having breaks and



AEDC team members and sisters Faye Ford (left) and Narlane Hampton share a greeting during the work day. Ford, with ATA Purchasing Department, and Hampton, with ATA Property Disposal, have worked in the same building for 30 years and currently have offices beside each other. (U.S. Air Force photo/Holly Fowler)



Narlane Hampton (left), with ATA Property Disposal, and Faye Ford, with ATA Purchasing, graduated together from Cumberland University in 2005. Hampton received an associate degree in business administration and Ford received a bachelor’s degree in business administration. They are sisters who have worked in the same building for 30 years at AEDC and currently have offices beside each other. (Courtesy photos)

“Regardless, we will still continue to spend time together after she retires because if it is God’s will, we will be going to football games at Auburn University to see our nephew,” Ford said.

Former NASA Astronaut Magnus speaks at UTSI

By Barbara Birdsong
University of Tennessee
Space Institute Public
Relations

Former astronaut and American Institute of Aeronautics and Astronautics director Sandra Magnus captivated an audience at the UT Space Institute talking about her 16 years of experience while she was at NASA and the perspectives she gained, lessons learned traveling around the world and highlights of the practical things in our lives.

In 1996, the first year of her job as an astronaut, NASA started hiring people to fly to the Space Station. She was in the first and largest class to date and they were called the “sardines” because the crew was made up of 35 Americans and 9 international astronauts.

She talked about the cultural diversity in working with the Russians, Japanese, Canadians and Brazilians in order to get the International Space Station operational piece by piece. She stated that the largest intangible benefit from the space program was working with 16 different countries across language barriers, sharing various approaches on engineering, all of which came together for this “awe inspiring monstrous building hanging in the air.”



In addition to speaking at the University of Tennessee Space Institute, former astronaut and AIAA director Sandra Magnus, pictured center, recently toured AEDC test facilities, which included the Propulsion Wind Tunnels. (U.S. Air Force photo/Holly Fowler)

Magnus also talked about human adaptability where in just a few days in orbit she adapted quite quickly as if she had been there forever. She had to hit the floor running when she arrived at the Space Station because projects were due and she had no time to think about adapting.

She said she noticed every day looking out her window from space how beautiful our planet is.

The Caribbean was her favorite spot with its carpet of blues, greens and interesting textures. At night she saw an active volcano erupt, spectacular light shows produced by thunderstorms and where people lived by city lights. She took more than 18,000 photos.

Magnus pointed out that our planet earth is fragile and that we are all connected together. She stressed, “Don’t take the

planet for granted!” adding it’s clearly obvious from space that Earth is a spaceship, a closed system like the Space Station.

Magnus also stressed the importance of recycling because the planet is affected by where trash goes just like on the Space Station where trash has to be tracked by serial numbers.

She said the perception shift of gravity she felt was very normal to her and natural without having any gravity. But she commented that “gravity is not your friend” when having to adapt to zero G when reentering the atmosphere from space.

She exercised for at least 2 hours every day to limit bone loss and muscle atrophy and to make sure she would re-adapt to gravity back on earth. The more she exercised the more adaptive she became. After returning home from space, tests showed she had no bone loss or muscle atrophy. She still felt heavy for about two weeks though while getting adjusted to gravity again.

In closing her presentation she talked about “embracing the unknown.” She has been asked often by people, “Were you ever afraid?” Her answer was “no,” because she looked forward to going to space

since she was 11 years old. At age 36 she finally got to go up in space; and it’s what she loves and is her passion. She said human beings are natural explorers but yet fear the unknown. She asked the members of the audience to challenge themselves but use common sense, and to embrace the unknown, believe in intangibles and don’t take time for granted because time is most valuable.

“You can always make a dollar; but once time is gone, it is gone,” said Magnus. “Be passionate about what you do; it may have been something you dreamed of doing, and you will excel.”

DOD Military Spouse Employment Partnership reaches milestone

By DoD News
Defense Media Activity

WASHINGTON (AFNS) – The Defense Department announced on Feb. 29 that the Military Spouse Employment Partnership program has now partnered with 300 employers, according to officials from the DOD Spouse Education and Career Opportunities Office.

The program, launched in June 2011 by Jill Biden, wife of Vice President Joe Biden, is an employment and career partnership connecting military spouses to partner organizations and companies who have committed to recruit, hire, promote and retain military spouses in portable careers.

“This is such an exciting and important milestone for the program and for the thousands of military spouses around the world who search for meaningful employment and career opportunities,” said Rosemary Williams, the deputy assistant secretary of defense for military community and family policy.

“The Military Spouse Employment Partnership addresses the employment challenges facing military spouses while providing partner employers with access to a pool of highly qualified military spouses,” she said.

The partnership includes corporations, small businesses and other organizations that post job openings on the Military Spouse Employment Partnership Career Portal, mentor military spouses and other employers, and provide employment data on military spouses hired,

officials said.

“The talent of military spouses can strengthen the economy, military families, the Defense Department and the nation,” said Eddy Mentzer, the associate director of the family readiness policy for DOD’s military community and family policy office. “Partnership companies

and organizations have hired more than 90,000 military spouses.”

The partnership is part of DOD’s Spouse Education and Career Opportunities Program, which seeks to reduce the significant unemployment rate and wage gap currently experienced by military spouses.

Stuck accelerator: Here's what to do

By AEDC Safety

When driving, there might be an instance where the gas pedal will "stick" due to a wide range of either mechanical or electronic issues.

This situation can occur and has occurred in a broad selection of car models over time. However frightening it might sound, it is in fact easy to overcome.

1. Disconnect the engine. If you drive along and your car seems to keep on accelerating in spite of lifting-off the gas pedal, disconnect the accelerating engine from the

driving wheels.

•In a manual car, press down on the clutch.

•In an automatic, flick the transmission into neutral. Usually, the lever can be shifted from reverse or drive and into neutral can be done by punching the lever towards N, with no need to press on the dislocation button.

•In both cases, the engine will be disconnected, so the wheels would stop accelerating the car. The engine itself will keep on pulling, but rev limiter would prevent it from overloading and causing any damage.

2. Once the engine is

disconnected, slow down and stop at a safe spot alongside the road. Use your brakes to stop, like usual. As you roll to a final stop, turn off the ignition.

3. If the above solution does not work or is impossible for some reason, your best choice is to brake firmly. The brakes will always be the strongest means of car control available to the driver. Furthermore, it might disconnect a faulty cruise control system or electronic fuel injection systems that might cause the problem.

•In petroleum-driven

automobiles, the likes of most cars and sedans, a jammed accelerator would hinder the operation of the brake-booster, making the pedal feel somewhat stiff (like when the engine is turned-off). This, however, carries little to no effect to the actual stopping force produced by the brakes. It simply means that more physical effort is required to press the brakes fully.

•Regardless of the speed, road surface or incline, apply the brakes instantly and swiftly. In past occurrences, the drivers, being already at a high speed, squeezed the

brake pedal down all too progressively and not fully, and "fried" the brakes by applying them only partially or letting go of them. Brake hard and the car would stop.

4. If the car does not seem to decelerate or if you find it hard to bring it to a final halt, you might choose to turn off the engine when still moving. This is the last resort, but it is not as problematic as one may think:

•While you do lose power-steering, your momentum will enable you to control and guide the car without any difficulty. •Some cars have steer-

ing wheels that can lock, but this normally occurs only when the key is taken out of the ignition. Instead, turn the key one step back, or alternatively, press on the ignition button.

•While the brake-booster stops working, the brakes produce the same normal stopping force; however, they required a stronger pressure from the driver's foot.

5. Try applying the handbrake gently.

Article from <http://www.wikihow.com/Handle-a-Stuck-Accelerator-Pedal>

'Eddie the Eagle' star soars

By Staff Sgt. Samantha Mathison

301st Fighter Wing Public Affairs

NAVAL AIR STATION JOINT RESERVE BASE FORT WORTH, Texas (AFNS) – Hugh Jackman, star of the upcoming movie "Eddie the Eagle," received a civic leader flight in an F-16 Fighting Falcon at Naval Air Station Joint Reserve Base Fort Worth from the 301st Fighter Wing Feb. 19 in a display of Air Force Reserve combat capability and air superiority.

"This is kind of a dream come true," Jackman said before the flight. "I'm very, very excited, a little nervous, and I'm fully aware how lucky I am to have this opportunity."

The wing flew Jackman prior to a sneak preview



Actor Hugh Jackman has his helmet adjusted by Master Sgt. Jonathan Gibson, the 301st Operations Support Flight NCO in charge of the aircraft section, Feb. 19, 2016, at Naval Air Station Joint Reserve Base Fort Worth, Texas. Jackman flew in an F-16 Fighting Falcon above North Texas as part of a display of Air Force Reserve combat capability and air superiority. (U.S. Air Force photo/Staff Sgt. Samantha Mathison)

movie offered to base military members, employees, retirees and their families.

"There's an incredible

amount of gratitude," he said. "When you're actually here on the base and you realize the dedication to this area of service, it's

humbling and it's something all of us are very grateful for."

Jackman's co-star, Taron Egerton, and director of Eddie the Eagle, Dexter Fletcher, also visited and watched Jackman's flight from the air traffic control tower.

Egerton, in a special twist, coached Jackman through the jet's takeoff in a role reversal of the movie. In the film, Jackman acted as Michael 'Eddie' Edwards coach and Egerton performed as Eddie, the first ski jumper to represent Great Britain in the 1988 Calgary Winter Olympics.

Jackman experienced a few aerial maneuvers in the F-16, which involved a spiral dive from 8,000 feet and a low pass over the runway. He handled the flight well and, upon landing, had only a few words to say about his experience, "It was awesome."

The pilot, Lt. Col. David Efferson, the 457th Fighter Squadron commander, said he had never flown a celebrity this famous before but that the excitement is a good thing for the Air Force.

"Anything that we can get out, as far as our name and what we do, is good because our Airmen work so hard and do amazing things for our country," Efferson said. "Flying Hugh Jackman showcased us in a way that we normally don't have the chance to do. It was an honor to meet him, but for me, I'm more happy over the spotlight he's brought to our Airmen, the base, and the U.S. Air Force."

After the flight, the Eddie the Eagle stars then headed to the Movie Reel Theater for a meet and greet with service members before the movie presentation.

Air Force reveals B-21 Long Range Strike Bomber



By Mike Martin

Secretary of the Air Force Public Affairs

WASHINGTON (AFNS) – Air Force Secretary Deborah Lee James revealed the first rendering of the Long Range Strike Bomber, designated the B-21, at the Air Force Association's Air Warfare Symposium Feb. 26 in Orlando, Fla., and announced the Air Force will be taking suggestions from Airmen to help decide the name of the bomber.

"This aircraft represents the future for our Airmen, and (their) voice is important to this process," James said. "The Airman who submits the selected name will help me announce it at the (Air Force Association) conference this fall."

While there are no existing prototypes of the aircraft, the artist rendering is based on the initial design concept. The designation B-21 recognizes the LRS-B as the first bomber of the 21st century.

The reveal comes just weeks after both James and Air Force Chief of Staff Gen. Mark A. Welsh III delivered the fiscal year 2017 posture statement before the Senate Appropriations Committee, making it clear modernization is a top priority for the Air Force.

"The platforms and systems that made us great over the last 50 years will not make us great over the next 50," Welsh said during his testimony on Capitol Hill Feb. 10. "There are many other systems we need to either upgrade or recapitalize to ensure viability against current and emerging threats... the only way to do that is to divest old capability to build the new."

James said the B-21 will allow the Air Force to operate in tomorrow's high end threat environment, and give the Air Force the flexibility and the capability to launch from the continental United States and deliver airstrikes on any location in the world.

James also explained why the B-21 shares some resemblance to the B-2.

"The B-21 has been designed from the beginning based on a set of requirements that allows the use of existing and mature technology," James said.

The program recently entered into the Engineering and Manufacturing Development phase and the Air Force plans to field the initial capability of the aircraft in mid-2020s.

Airmen -- Active, Guard, Reserve and civilian -- should stay tuned to AF.mil and Air Force social media accounts for more information on how to submit their ideas.

Civilian Health Promotion Services celebrates 10-year anniversary

By Air Force Materiel Command Health & Wellness Team

WRIGHT PATTERSON AIR FORCE BASE, Ohio - Throughout 2016, Civilian Health Promotion Services will celebrate its 10-year anniversary of providing health and wellness services to Air Force Materiel Command's workforce. The CHPS program began in 2006 in collaboration with Federal Occupational Health to maintain a healthy and productive civilian

workforce and to support AFMC's goal of enhancing the wellness and safety of its employees.

"Building a culture of health and resilience in this command is a top priority," said Gen. Ellen Pawlikowski, AFMC Commander. "CHPS is an excellent resource that provides our workforce the tools and support to enhance their physical, mental and social well-being."

The personal benefits of wellness also extend to the workplace, according to



Col. Janice Wallace, AFMC Command Surgeon.

"Healthy employees are more productive at work and at home," she said. "Making healthy lifestyle changes can lower your risk of developing chronic diseases such as diabetes and high blood pressure."

Over the past 10 years,

CHPS health and wellness programs have encouraged the AFMC workforce to lose weight, eat healthy, lower cholesterol and increase physical activity. CHPS wellness challenges that helped the workforce achieve their wellness goals include: Freeze the Gain, Be Active, Team Lean Challenge and Spring into Shape. CHPS wellness challenges have had more than 29,000 participants, and these individuals collectively have lost 37,000 pounds, walked 72,000 miles and completed

more than 34,000 hours of physical activity.

To help the workforce understand their current health status, CHPS has conducted 100,000 cardiac risk profile screenings, which measures cholesterol, glucose and blood pressure values. More than 182,000 participants have attended CHPS health education classes to learn healthy lifestyle behaviors such as preventing type 2 diabetes and exercising with arthritis.

CHPS has also promoted and conducted

Comprehensive Airman Fitness resilience campaigns through collaborative Integrated Delivery System partnerships including Mental Fitness, Chronic Pain Management, Stay Safe & Drive Sober and Strengthening Relationships.

Be Active. Feel Good. Enjoy Life. CHPS provides many resources to help employees maintain and improve their health and well-being. For more information, visit AFMCwellness.com.

Planning to quit, fighting to succeed: Airman earns Ranger tab

By Senior Airman Joshua Smoot
36th Wing Public Affairs

ANDERSEN AIR FORCE BASE, Guam (AFNS) -

(This feature is part of the "Through Airmen's Eyes" series. These stories focus on individual Airmen, highlighting their Air Force story.)

Stopping for a moment to catch his breath, the Airman realized he was nearing the limit of his willpower.

He placed his rucksack on the ground for a brief moment of rest and glanced toward the mountain peak ahead. He could hear the rain dripping from the tree branches above, soaking his gear and clothes.

Exhausted, craving sleep, food and a warm bed, he played with the idea of giving up. Deep down, however, he knew this wasn't an option. He took a deep breath, forced himself to take another step and continued with his squad up the ridge.

Staff Sgt. Robert Keefe, the 736th Security Forces Squadron NCO in charge of training, was in the middle of the U.S. Army Ranger School. It was his chance to prove his mettle as a combat-ready Airman among some of the military's toughest warriors.

Rangers are uniquely skilled service members who specialize in conducting airborne and air assault operations, seizing key terrain such as airfields, destroying strategic facilities and capturing or killing enemies of the nation. Only a few Airmen are given the opportunity to attempt to join this elite brotherhood.

Located in Fort Benning, Ga., the school prepares volunteers in combat arms related functional skills. With a 40 percent graduation rate from 2011-15, Ranger school is one of the most grueling training courses a military member can attend.

"Ranger school is what I would consider the Department of Defense's premier leadership course," Keefe said. "It exists only to build the best leaders in combat for whatever branch you're in."

At Andersen Air Force Base, Keefe usually trains security forces Airmen to be proficient for contingency operations around the world. With 11 years of experience under his belt, the battlefield expert has sharpened his skillset with sniper training; learned how to survive and return with honor through evasion and conduct after capture training; and spent time as an investigator with a security forces unit at Ellsworth AFB, S.D.

Preparing for Ranger school

Early 2015, while providing security support for the president, Capt. Nathaniel Leshner, Keefe's executive officer at the time, approached him and asked if he was interested in the opportunity of becoming a Ranger.

"I selected Keefe to attend Ranger school, because it was apparent that he was both physically and mentally tough enough to finish the course," Leshner said. "He is the guy who subordinates look up to and peers respect. Additionally, Keefe excelled at all core tasks and physical requirements in order to attend the school and with a short notice completed another physically and mentally challenging school -- the Close Precision Engagement Course -- earlier in the year."

At first, the Airman shrugged it off thinking his captain was only joking. After all, only a handful of Airmen get the chance to join Soldiers each year.

"When he first asked me, I told him, 'Sure I'll go if you send me,'" Keefe said. "At first I didn't think he was serious, but he asked me again a few more times over the course of the next couple days. Then I thought that he might actually be serious."

After returning to Andersen AFB from a security mission in India in mid-2015, Keefe's leaders decided he was ready to represent his unit at Ranger school and succeeded in securing his place on the class roster.

Used to him being gone for months at a time due to contingency response missions or deployments, Keefe said his wife, Ayesha, and their two sons Nicholas and Tighe, were very supportive with his decision to attend the school. Knowing how important it was to his boys, however, he made a promise to be home for Halloween. This commitment put Keefe on a tight timeline. To be back on Guam by that date required him to go straight through the course and pass all challenges without being recycled or phased back.

To prepare Keefe for his imminent struggle, he attended the Ranger Training Assessment Course -- an evaluation split up into two weeklong phases. During the Ranger Assessment Phase, Keefe persevered through unique tasks such as the Ranger Physical Fitness Test, a combat water survival assessment and various other physical fitness events. In addition, he learned troop leading procedures, patrolling techniques and small unit operations. In order to continue to the second phase, Keefe had to pass all RAP events.

During the second phase, Keefe and other students rotated into leadership positions and proved their ability to successfully accomplish small unit combat operations from planning through execution. In addition, the instructors evaluated Keefe on his ability to lead squad-sized patrols.

Once he successfully completed RTAC, Keefe gained passage into the Ranger course.

'Air Force, what are you doing here?'

Pulling up to the training center at 7 a.m., Keefe no-



Tech. Sgt. Karen Moore and Chief Master Sgt. Rick Cumbo, 53rd Weather Reconnaissance Squadron loadmasters, analyze weather data being relayed to the aircraft by a dropsonde, a parachute-borne cylindrical instrument that collects meteorological data as it drops toward the surface of the water. The Hurricane Hunters flew several research missions Feb. 11-24, to collect meteorological data from atmospheric rivers above the Pacific to assist in improving West Coast weather forecasts. (U.S. Air Force photo/Capt. Kimberly Spusta)

ticed he was the first one to arrive. He anxiously stepped out of the taxi and collected his baggage.

After passing under a large Ranger tab suspended above him, he knew it was "go-time." Seconds later, a Ranger instructor stopped Keefe and asked, "Air Force, what are you doing here?"

Without hesitation, the Airman replied confidently, "I'm here for Ranger school."

The instructor chuckled and told him to go sit down. Listening to his instruction, Keefe placed his gear down beside him and took a seat on the training pad. While waiting for other trainees to arrive, he said he first questioned himself on what he was even doing there.

As time passed and more students arrived, Keefe noticed the operational camouflage pattern uniforms. As he observed operators pulling off their patches, leaving only their name and service branch signifiers, he noticed he was surrounded by some of the Army's most elite Soldiers as the only Airman among his peers.

"I overheard some of the men talking and heard some say they were with special forces," Keefe recalled. "I started to think, 'These are some real guys I'm sitting here with right now. These guys are going to dominate this course and I'm going to have a tough time.'"

"Then I thought, 'These guys aren't better than me, they're just like me. They're probably thinking the same thing I'm thinking right now -- who is that kid and why is he in the Air Force? Why is he here, he must be something special,'" he added.

Benning phase

The Benning phase kicked off the 61 days of hell for Keefe and the other students. In the first week,

Keefe demonstrated his physical stamina and mental toughness by exceeding the minimum of 49 pushups and 59 sit-ups in a two-minute span, six chin-ups and by running five miles in 40 minutes or less. Nearly 40 percent of failures occur during the first few days of this phase. Seeing trainees drop out motivated Keefe to push through the physical pain and mental strain.

Here, he was introduced to the instructors' disciplinary measures. As often as they deemed necessary, the students were ordered to execute pushups, sit-ups, squats, and burpees until they were told to stop.

"The instructors are pretty much holding your hand throughout that phase," Keefe said of the frequent pressure. "They beat you into the ground all day long. They worked us till we didn't want to breathe anymore, but they showed us exactly how to do everything. They wanted us to perform, so they were very critical on the way they graded us."

Keefe quickly realized how little sleep he was receiving during this experience. Sleep deprivation is part of the course and requires Ranger candidates to dig deep. Some nights he only slept for little more than 15 minutes or not at all. Keefe noted the most sleep he got during the training was a trifling two hours.

"One thing I learned about Ranger school is that I could literally sleep doing anything," Keefe said. "I would sleep during conversations and at times, I would sleep walk. There was an instance when I woke up walking in the woods not knowing how I got there."

Halfway there -- mountain phase

After learning the tactical fundamentals during the

Benning phase, Keefe found himself in the northern Georgia Mountain Range for the next stage of challenges. Here, he learned about knots, belays, anchor points, rope management, and the basic fundamentals of climbing and rappelling. In addition, he trained on how to properly evacuate simulated injured personnel and perform raids in a mountainous environment. Since Keefe had very little previous mountaineering experience up to this point, this segment proved to be difficult.

Between hiking through the mountains ambushing training sites, Keefe found himself exhausted and pushed to his limits. Mother Nature didn't make things any easier for Keefe, either. "It rained on us the whole time we were there," Keefe said. "It was terrible, our ruck sacks were already heavy enough and the rain just made it even heavier. There were times where my ruck would weigh in excess of 80-100 pounds."

Home stretch -- Florida phase

Battling exhaustion and hunger, Keefe knew he only had a few weeks left during the final stretch of the school. The finish line inched close, yet Keefe needed to survive the swamps of Florida. With his fellow classmates, he received instruction on waterborne operations, small boat movements and stream crossings upon arrival.

"By this time, we were expected to operate without help from the instructors," Keefe recalled. "You've got it all figured out at this point and the missions should go well. It was hot, humid and the mosquitoes were like dinosaurs. You live in a swamp and you're always soaking wet with mud. It wasn't easy."

After braving some of

the harshest environments of the continental U.S., from mountain elevation to the humid heat of Florida, Keefe had proven that he met demanding requirements of the curriculum.

Without delay and recycle, Keefe graduated from the school on Oct. 16, and became the 266th Airman to earn the black and yellow Ranger tab. Not only did this enable to keep his promise to his sons, but according to Keefe, only 8 percent of students can say they accomplished this feat.

"(I didn't make it straight through) because I was (exceptional) or anything like that," Keefe said. "It was because I had a bunch of people around me who helped me get to through it."

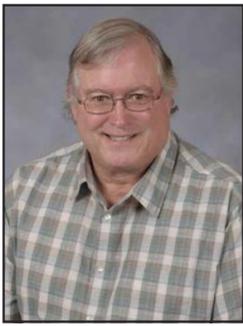
Not a day passed when Keefe didn't experience a trial, but he knew he was never going to be presented this opportunity again. Dreading the thought of returning to his unit and being known as a failure, the Airman fought tooth and nail to earn the title of a Ranger school alumnus.

"Every single day I wanted to quit," Keefe said. "I kept telling myself tomorrow you're going to quit, then tomorrow came and I kept saying the same thing. I kept telling myself, if you quit then you're going to be that guy who says they made it to the second phase of Ranger school then quit."

Sporting the Ranger tab on his left shoulder, Keefe said he takes pride in knowing he is one of a few select Airmen who's persevered through the grueling training and can now consider themselves a Ranger.

"I wanted my kids to be proud, I wanted my wife to be proud and I wanted to do it not only for myself, but for everyone who is important to me," he said.

Milestones



David Beavers

40 YEARS
David Beavers, ATA
Grady Rutledge, ATA

35 YEARS
S.M. Northcutt, ATA
Candace Woodall, ATA
Stephen Swann, ATA
Robert Bailey, ATA

30 YEARS
Anthony Barnette, ATA



Candace Woodall

David Bond, ATA
Thomas Bailey, ATA
Robert Nelson

25 YEARS
William J Lynch III, ATA
Terry Hayes, ATA
John Wright, ATA
Randy Hartman, ATA

20 YEARS
Thomas Bowlen, ATA



S.M. Northcutt

15 YEARS
James Moore, ATA
John McInturff, ATA
Donald Brandt, ATA
Peter Cento, ATA

10 YEARS
Jerry Washington, ATA
Brian Jones, ATA
Phyllis Lafferty, ATA
William Wilson Vodra III, ATA



Robert Bailey

Brandon Lawson, ATA

5 YEARS
William Garner, ATA

INBOUND MILITARY
1st Lt. Jonathon H. Dias, AF
Lt. Mark Julian

OUTBOUND MILITARY
Capt. Chance Johnson, ATA



Grady Rutledge

INBOUND CIVILIAN
Richard Stadelmann, AF
Mark Sissom, AF
Richard Trull, AF
Frank Wonder, AF
Rachel Kasic, AF

OUTBOUND CIVILIAN
Randall Miller, AF
Terrance Dubreus, AF

RETIREMENTS
Richard Kamykowski

NEW HIRES
Jeffery Brothers, ATA
Michael Levan, ATA
Darrell Agnew, ATA
Joseph Burns, ATA
Steven Meeks, ATA
Nathanael Agee, OBX
Ryan Eaves, OBX
Lt. Mark Julian, AF

PROMOTIONS
Lt. Col. Mark O'Reilly promoted to Colonel, AF
Larry Bowen, ATA
Nat Farrar, ATA
Charles Trussell, ATA

CERTIFICATES
Shawn Wolfe, Squadron Officer School, AF
Capt. Paul Malone, M.S. of Mechanical Engineering

WOMEN'S HISTORY MONTH
MARCH 2016

Working to Form a More Perfect Union:
Honoring Women in Public Service and Government.

ARNOLD AFB COMMISSARY



Receive a chance to win an **Apple® iPad Air® 2** 
when you use your rewards card
between 2/15/16-3/11/16!

Simply purchase any 2 qualifying packaged coffee products from the participating brands to enter.



Download the Commissary Rewards Card mobile app or visit commissaries.com/rewards for more details!
Patrons must purchase at least two (2) products in a single transaction, any size and variety, from the following brands: Folgers®, Folgers Gourmet Selections® and Dunkin' Donuts® ("Qualified Products"). Dunkin' Donuts ready-to-drink coffee and other products purchased at Dunkin' Donut retail locations are not Qualified Products. Patron must scan the Commissary Rewards Card at check out for the purchase to qualify for an entry. At the end of the Promotion Period, patron will automatically receive one (1) entry into the Promotion for each group of two (2) Qualified Products purchased during the Promotion Period.

STAYING INFORMED OF FOOD-SAFETY-RELATED RECALLS CAN BE A FULL-TIME JOB. THANKS TO COMMISSARIES.COM, IT'S JUST A COUPLE CLICKS AWAY. CLICK [STAY INFORMED](#) FOR ALERTS ON PRODUCTS SOLD IN COMMISSARIES OR ON [ALL RECALLS FROM THE FDA](#)

CASE LOT SALE COMING MAY 26th, 27th, and 28th!

MEAT MANAGER SPECIALS WHILE SUPPLIES LAST BONE-IN PORK CUTS & SEASONED PORK TENDERLOINS ALL AT FANTASTIC PRICES!

Patrick S. Jourdan
Store Director
Patrick.Jourdan@deca.mil
(931) 454-3546
DSN: 340-3546

STORE HOURS
Sun. - Closed
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.
Dept. Customer Service 5921
Asst. Store Dir. 3546
Grocery 5921
Produce/Meat 5923
Secretary 7710

Follow Us



Local engineers show students how 'Engineers make a world of difference'

By Raquel March and Deidre Ortiz
ATA Public Affairs

Students in the region teamed with AEDC engineers to experience work environments and competitions during National Engineers Week, Feb. 21-27, focused on the national theme "Engineers make a world of difference."

Engineers in the local area volunteered their time to assist with engineering mentoring opportunities and competitions geared toward engineering concepts.

Engineers Week began with the MouthCounts@ competition Feb. 6 at the University of Tennessee Space Institute. The competition was a local event where the winners were combined into a team that will compete at the state level and possibly at the national level. Thirty-nine students in seventh and eighth grades competed from Bedford, Coffee, Franklin and Lincoln counties.

The competition challenges mathletes to solve problems.

East Middle School from Coffee County placed first in the competition followed by second place team, The Webb School, Bedford County; and third place team, West Middle School, Coffee County. East Middle School is joined by the top four scoring individuals not on the winning team to complete the Tullahoma team who will compete at the state level. The team members are Trace Baxter, Landon Boone, Jacob Howell, Patrick Watts and Spencer Yoder from East Middle School; Will Arnett from West Middle School; Tiger Wang from The Webb School; and Sam Robinson from The Highland Rim School.

The top three scoring individuals in order of first to third place were Yoder, Watts and Baxter.

Organizers of the Student Design Competition on Feb. 22 at the Tullahoma Hands on Science Center hosted 61 students in teams of two from The Webb School, Shelbyville Central High School, Huntland High School, Tullahoma High School, Coffee County Central High School, Franklin County High School, St. Andrews-Sewanee School and Cascade High School.

The challenge presented to the students at the competition was to design and build a bridge large enough to support a mass exodus for a city.

Given the parameters and provided materials, such as pasta and other items, teams built bridges that needed to support a bucket with a chain as well as a brick.

The Webb School, with team members John Farris and Daniel McNair, placed first. Second Place winners were team members Lewis Purdue, Alec Yen and Dryden Young with Tullahoma High School. Third place winners were team members Cooper Nickels and Sam Smith with St. Andrews-Sewanee School.

"Engineer's Week was a great success with participation and involvement of students from 12 high schools from the surrounding area. Thirty four students participated in the mentoring program Engineer For a Day held Feb. 24, and 61 students took part in the impromptu Student Design Competition at the Hands On Science Center," said Paul Ritter, AEDC engineer and coordinator of the Student Design Competition.

As part of Engineer For a Day, students toured AEDC and joined their mentors in mechanical, computer, electrical and chemical engineering careers to learn more about the different areas.

The final event of the week was the Engineers Week Banquet held Feb. 25 at the Manchester/Coffee County Conference Center where Les Johnson, deputy manager for the NASA Advanced Concepts Office at Marshall Space Flight Center in Huntsville, was the speaker. Engineers from the local area attended the banquet to celebrate the accomplishments of engineers and students.

Paul Kelly, AEDC engineer and coordinator of Engineer's Week, thanked Johnson for agreeing to speak and providing the group with an inspiring message.

"AIAA Distinguished lecturer, Les Johnson helped finish out the week by taking us on journey to the outer reaches of our solar system and beyond via his vision of using solar sails as a novel means of propulsion," he said.



Pictured here are the top scoring winners at the MathCounts@ competition Feb. 6 at the University of Tennessee Space Institute, who combined to create the Tullahoma Team who will compete in the MathCounts state level competition. Shown left to right is Coach Trent Stout; team members Jacob Howell, Trace Baxter, Landon Boone, Patrick Watts, Spencer Yoder, Sam Robinson, Tiger Wang and Will Arnett; and Col. Timothy West with AEDC. (Courtesy photo)



Jamie Treadwell (left), Hands on Science Center education director, and Dr. Patrick Murphy (far right), Hands on Science Center executive director, present the Student Design Competition first prize to John Farris (second from left) and Daniel McNair with St. Andrews-Sewanee School. The competition, held Feb. 22 at the Hands on Science Center in Tullahoma, was a challenge presented to 31 student teams where they had to design and build a bridge large enough to support a mass exodus for a city using provided materials. (Courtesy photo)



Students from 13 high schools tour the AEDC Aeropropulsion System Test Facility C-2 engine test cell Feb. 23 while participating in the local Engineers Week Engineer for a Day. Students also teamed with mentors who were engineers to experience different engineering careers. (U.S. Air Force photo/Holly Fowler)

Participating organizations included the Tullahoma Chapter of the Tennessee Society of Professional Engineers, the Highland Rim Chapter of the American Institute of Aeronautics and Astronautics, the Society for Maintenance and Reliability Professionals, the Project Management Institute and the AEDC Science Technical Engineering and Math Program.

