



# HIGH MACH

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## AEDC Hypersonic Analysis and Evaluation Team wins Air Force award

By Raquel March  
ATA Public Affairs

The AEDC Hypersonic Analysis and Evaluation Team recently received the Air Force Analytic Team of the Year Award for 2016.

The award recognizes the team's efforts in en-

hancing ground test capabilities and advancing the progress of multiple national defense weapon system development programs from Jan. 1, 2015, through Dec. 31, 2015.

The citation accompanying the award reported, "In developing

and applying a revolutionary Mach sweep analytical technique to quantify hypersonic inlet performance, the team slashed the required testing by 40 percent."

The award also cited that the team developed an application of a new

viscous-flow analytic process that was crucial to driving down developmental risk on a \$75 million hypersonic weapon system demonstration for the Defense Advanced Research Program Agency test.

Throughout the year the team streamlined

a missile development effort by creating an analysis method using missile fin symmetry to increase ground test execution efficiency by 300 percent. This method saved the program more than \$150,000, which was noted in the award.

The team includes

leads Ben Mills and Calain Schuman; members Sarah Caskey, Joe Giuffrida, John Hopf, Andrew Hughes, Kyle Monsma, Rebecca Rought and Joshua Webb; and Christopher Chinske from the 412 Test Wing, Edwards Air Force Base, Calif.

## AEDC-sponsored Team America Rocketry Challenge team competes at national competition

By Deidre Ortiz  
ATA Public Affairs

The Lebanon High School rocketry team, sponsored by the Science, Technology, Engineering and Mathematics program at AEDC, had the opportunity to compete in the 14<sup>th</sup> annual Team America Rocketry Challenge, a national finals competition.

Made up of four juniors Kevin Brown, Olivia Fancher, Christina Greer and Emma Naylor the LHS team faced the country's top rocketry teams May 14 at the TARC Final Fly-Off held in The Plains, Va. Their performance resulted in an altitude of 874 feet and 38 second flight, only 6 seconds short of the competition goal. Their final score was a 51.08, which earned the team a national ranking of 55 out of the top 100 in the nation.

According to Tammy Shepard, a science teacher and team mentor, all involved were proud of this

year's results, as the team achieved its goal of beating last year's score of a 74 and national placement of 62.

"Determination, strength, drive and grit are all words that I would use to describe this team," Shepard said. "Their hard work and dedication to learning the field of rocketry has earned them a second trip to nationals in the past four years. This is not an easy feat to accomplish! There are approximately 780 teams in the Team America Rocketry Challenge from across the United States. They are all trying to qualify for one of the top 100 spots at Nationals."

Shepard added the road to success hasn't been easy for the team.

"What you have here is a team who has learned to overcome the tragedies of crashes, rocket performance issues, faulty motors from the manufacturers, poor weather conditions, scheduling



The AEDC Commander, Col. Rodney Todaro, recently met with the Lebanon High School junior rocketry team to congratulate the students on making it to the 14th annual national Team America Rocketry Challenge in Virginia. Pictured left to right is Col. Todaro with LHS juniors Emily Naylor, Kevin Brown and Olivia Fancher. Not pictured is team member Christina Greer. (U.S. Air Force photo/Holly Peterson)

conflicts and many more roadblocks to become the number one team in the state of Tennessee and a top 100 nationals team...

I am extremely proud of Emma, Olivia, Christina and Kevin for their drive to be the best rocketeers in the nation! I can't wait to see what the future holds

for these young aerospace engineers."

TARC, an aerospace and defense industry flagship program, is designed to encourage students to pursue study and careers in STEM. The rules of the challenge this year required the students' rocket to carry two raw eggs to

reach 850 feet before returning the eggs to land unscathed within a 44 to 46 second time frame.

The teams compete for more than \$100,000 in scholarships and prizes and the opportunity to represent the U.S. at the International Rocketry Challenge, which will be

taking place at the Farnborough Airshow outside of London in July.

Prior to their trip to Virginia, the team stopped in at Arnold Air Force Base to meet and speak with AEDC Commander Col. Rodney Todaro, who congratulated the students on their efforts.

## Team AEDC Spotlight



A new High Mach feature  
See page 4

AEDC Historian Christopher Rumley, right, and Ron Bandy, left, supervisor in AEDC Carpenter and Paint Shop, talk about the history of the original AEDC Dedication Plaque in 2014. (U.S. Air Force photo/Rick Goodfriend)

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## HIGH MACH

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An Air Force Test Center Test Complex

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- Use disciplined and innovative processes
- Continually improve in all that we do

# AEDC amateur radio members present STEM award to Tullahoma Civil Air Patrol



Michael Glennon (far left), technical director of AEDC Engineering and Technical Management, presents an Amateur Radio Relay League handbook to the Tullahoma Civil Air Patrol Composite Squadron May 23, recognizing their STEM electronic and robot program. Pictured with Glennon left to right is Hayden Thompson, William Watters, Brenan Bailey and William Lore. The book was presented on behalf of the AEDC amateur radio members who support STEM efforts with the group. AEDC STEM program also supports the Tullahoma CAP. (Courtesy photo)

By Michael Glennon  
AEDC Engineering and Technical Management  
Technical Director

AEDC amateur radio members attended the Hamvention® in Dayton, Ohio, May 20 where we received an Amateur Radio Relay League (ARRL) handbook to present to the local Tullahoma Civil Air Patrol Composite Squadron.

AEDC retirees Tom Baskin and Jack Hennon and I attended the event.

The Dayton Hamvention is a yearly convention that host over 25,000 amateur radio operators from around the world. This year we attended Four Days in May (FDIM) and entered the competition for the QRP (low power operation) Club Night. This FDIM conference represents low power amateur radio enthusiasts and focuses on experimentation of electronic projects related to amateur radio.

The display included the Science, Technology, Engineering and Mathematics CAP prototype robot hardware the Tullahoma cadets are building to make an operating BB-8 droid featured in the latest Star Wars movie and other various Arduino projects such as Variable Frequency Oscillators.

During the FDIM QRP Club night event, Ed Hare Jr., ARRL Headquarter laboratory supervisor and project review test engineer, presented the hard-bound book titled "2016 ARRL Handbook" to me to present to the Tullahoma STEM CAP cadets. On May 23, I presented the ARRL handbook to the Tullahoma CAP cadets for

their involvement in the STEM electronic training program. The program is sometimes called a robotic class as we are currently building a BB-8 droid robot.

The AEDC STEM program provided Spark Fun Arduino Inventors kits to the Tullahoma CAP, and I have been teaching the cadets how to do basic electronic projects as well as mentoring the design and build of the BB-8 droid. The Spark Fun kits provide many design and build experiments from basic control of LEDs (light emitting diodes), how to write C++ code to control motors, servos, analog to digital input/output controls, 16X2 LED display and other breadboard projects.

This kit presents projects for potentiometers, photo resistor for light control, temperature control, relay control, shift register and alarm type experiments.

The cadets are a very special team and they have put a lot of hard work into the design considerations in building the droid. Many hours from parents, mentors and CAP leadership supporting the STEM project have proven to be successful in the cadets' learning.

Many challenges are very similar to what electronic engineers face every day in requirement development, design and implementing new system capabilities. STEM skills being developed with the CAP cadets will better prepare them for high school and college advancement and will translate to job skills in the future. This is truly hands on electronic learn-

ing with the understanding of the C++ program language.

"CAP is very appreciative of the STEM support to the cadets," said Capt. Byron Northcutt, the Tullahoma CAP

squadron commander. "Many hours [were used] for both the mentors and the cadets to learn and understand basic electronics."

I would also like to thank Ed Hare and the

ARRL for supporting the STEM program and their advancement of youth education.

Tullahoma CAP meets every Monday at the National Guard Armory in Tullahoma at 6:30 p.m.

# 2016 AEDC FELLOWS BANQUET



**June 24, 5:30 p.m.**  
**Arnold Lakeside Center**  
**\$30/person, rsvp & payment by June 10**

**Speaker:**  
**David Duma**  
Principal Deputy Director of Operational Test & Evaluation  
Department of Defense

**The AEDC Fellows Banquet is open to the public. For more information, call the Air Force Test Center, 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 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

# Eagle Eyes, it takes a village

**By Special Agent Kyle McArthur**  
*Arnold AFB Office of Special Investigations*

Though many might assume the security of Arnold Air Force Base rests solely with the contracted Arnold Protective Services, every member of the Arnold Engineering Development Complex and its community neighbors can contribute to safeguarding the Arnold AFB mission and its airmen and families.

One way to do so is

through the Air Force's Eagle Eyes program.

At every Air Force installation, the Air Force Office of Special Investigations manages the Eagle Eyes program, which provides a 24-hour point of contact for reporting suspicious activity.

According to the Chief of Security Forces, Rick Trull, members of Arnold and the surrounding communities can significantly enhance the base's anti-terrorism efforts through the program.

"The Eagle Eyes program gives us a chance to prevent potential acts of terror aimed at the people or resources at Arnold," Trull said. "Our security team does an outstanding job of keeping Arnold secure, but they can't be everywhere at once, especially outside of the base's gates. This program can be very helpful to both the Air Force and our local law enforcement, giving us more eyes and ears on base and in the surrounding communities."

Suspicious activities



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reported through the Eagle Eyes program are immediately assessed and shared with local law enforcement agencies, counterterrorism personnel at the FBI Joint Terrorism Task Force and military commanders for

rapid assessment and investigation.

"It is important to know every terrorist act is preceded by observable planning activities," said Special Agent Greg Pfeiffer, the AFOSI Detachment 106 special agent in charge. "Early detection and reporting of these activities is absolutely critical as we work to keep Arnold AFB and the local community safe. No piece of information is insignificant and your information may be the key to preventing an attack. If it

looks suspicious or causes you even a second thought, we ask you to report it so the appropriate officials can investigate."

Members of Arnold and those in the surrounding communities are urged to be on the lookout for suspicious activities and to report it immediately to the AEDC Base Defense Operations Center at 931-454-EYES (3937).

You can learn more about the Air Force's Eagle Eyes program at [www.osi.af.mil/eagleeyes/](http://www.osi.af.mil/eagleeyes/).

# AEDC STEM, Matty and NASA make a connection

**By Raquel March**  
*ATA Public Affairs*

The AEDC Science, Technology, Engineering and Mathematics Center coordinator Jere Matty recently facilitated communication between the Manchester Westwood Middle School and the NASA HERA X, or the Human Exploration Research Analog tenth crew, during a ground-simulated mission.

Matty's son, Chris, is a participant in HERA X with three crew members. The crew's mission is to perform day-to-day activities until their arrival at the Geographos asteroid where their simulated mission ends.

HERA is part of the NASA Flight Analogs Project that conducts research using a ground-based facility that provides simulated scenarios and environments similar to what would be encountered during a space exploration mission. This mission, located in a large high bay building at the NASA Johnson Space Center, Texas, began May 2 and lasted 30 days.

Matty said most mission astronauts interact with an educational institution dur-



The Manchester Westwood Middle School science teacher Deb Wimberley (left) uses her phone for her students to communicate with the Human Exploration Research Analog (HERA) X crew members during a simulated space mission May 5 at Johnson Space Center in Houston. AEDC STEM Center coordinator Jere Matty facilitated the communication. (Courtesy photo)

ing a mission and Westwood Middle School was chosen for the HERA X mission.

"About a month prior to the HERA X mission, the participants were asked if they knew of a school that might want to participate in this event," Matty said. "My son, who's on the mission, mentioned that I work with a lot of schools through our STEM Program and then they contacted me."

Westwood Middle School science teacher Deb Wimberley used her phone for the communications while students asked ques-

tions about the mission to the crew on the receiving end.

The interaction gave the students a glimpse of space missions.

"I believe it's very important for the students to see how exciting space travel is and that it will be a big part of their future," Matty said. "I mentioned that although this HERA X mission is a simulation, when the students from Westwood are older, they will be actually going on missions like this to explore asteroids and other planets."

The HERA is a three-story, four-port habitat unit with a cylindrical shape containing a core section, loft section, airlock and hygiene module. The habitat accommodates four people. Their only communications is with mission control personnel and communications become delayed as simulations place the module further away from the launch site. HERA missions began in 2014 and range from a seven to 60-day duration to examine human performance of astronauts during spaceflight.



Crew members for the NASA Human Exploration Research Analog simulation mission stand in front of the habitat for program. HERA is a high-fidelity mission simulation environment operated by NASA's Human Research Program at the Johnson Space Center, Texas. HERA missions provide the operational setting for important HRP research aimed at reducing the risks to astronauts on future space exploration missions beyond low Earth orbit. HERA X "launched" on May 2 for a 30-day mission to the near-Earth asteroid "Geographos." The four crew members are (left to right): Chris Matty of Houston, Texas; Oscar Mathews of Va. Beach, Va.; Ron Franco of Lockport, Ny.; and Casey Stedman of Olympia, Wash. (NASA Photo)

# NAS completes interviews, set for hiring

**By Bob Pullen**  
*National Aerospace Solutions Transition*

The last interviews took place June 1 for AEDC employees who applied for positions with National Aerospace Solutions, LLC (NAS). NAS will assume responsibility for the AEDC Test Operations and Sustainment contract July 1.

"We conducted more than 800 interviews in a little over a two-week period," said Ben Souther, NAS Transition Manager. "We are very impressed with the capabilities and skills of the workforce."

Souther also stated that "NAS is completing the evaluation process and will begin sending offer letters by the end of the week."

As part of the hiring process, the people who receive offers from NAS need to gather the proper documentation they will need to provide to NAS Human Resources.

**Things you need to get ready to become an NAS employee:**

1. Check your email address. Offer letters will be emailed, so log in to your account on the NAS Careers website and update your primary email to ensure it is the email address to which you want your employment offer to go.
2. Locate your required documents and information. Items and information you will need in order for you to complete your new hire paperwork:
  - a. Bank routing number and account number for direct deposit of your paychecks
  - b. Your current benefit elections to help you when making your new selections
  - c. Original, unexpired documents - passport or one document from both List A and List B

To see a full list of acceptable documents please go to [www.uscis.gov/sites/default/files/files/form/i-9.pdf](http://www.uscis.gov/sites/default/files/files/form/i-9.pdf).

NAS Human Resources asks that people who receive offers spend some time reviewing the information provided them in the offer packet, as they will be required to complete all information, including benefit elections, before submitting their acceptance.

If people still have questions, NAS HR staff will be at bldg. 100, Room 125, June 10, 11, 14 and 15 from 7:30 a.m. - 5:30 p.m., and Monday, June 13 from 7:30 a.m.-noon to assist new employees.

Those individuals who will be gone one or more business days between July 1 and July 7 can take this opportunity to bring the original documents mentioned above to complete their I-9 form.

List A	List B
Driver's License	Social Security Card
Voter's Registration Card	Original or Certified Birth Certificate
U.S. Military card or draft record	U.S. Citizen ID Card

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# Team AEDC Spotlight

## Work of Historian Chris Rumley helps in preserving rich history of AEDC

By Deidre Ortiz  
ATA Public Affairs

Through his work documenting the history of AEDC, Chris Rumley, AEDC historian, has made important contributions to the Complex and its mission.

With the help of Rick Goodfriend, an AEDC photographer, he recently earned the 2016 Air Force Material Command Excellence in Heritage Projects Awards for efforts to showcase historic AEDC documents and photos at the Complex.

Rumley started working at AEDC in July 2013, but he will soon be leaving for Ramstein Air Force Base, Germany.

"It will be just short of three years [at AEDC] when my family heads out to Germany," he said.

He will be continuing as an Air Force historian at the U.S. Air Forces in Europe/U.S. Africa Command History Office at Ramstein AFB.

Prior to AEDC, Rumley was the historian at Little Rock AFB for the 314<sup>th</sup> Airlift Wing.

"We (my family) have been on a bit of a southern base tour for the past eight years," he said.

Rumley admits he had not heard of AEDC before applying for his position here, so he had a lot to learn.

"I am so glad we came to Tennessee. Serving as AEDC's historian has

been such a great learning experience. For a quiet little base that often flies under the radar, the breadth of our history is surprising.

"AEDC's history is intertwined with WWII through Camp Forrest; with the WWII advancements in jet aircraft and rocketry; with German advancements in wind tunnel testing and facility development. We also have strong ties to the American space program going back to Project Mercury, Gemini and Apollo. I like to tell people that it was Neil Armstrong and Buzz Aldrin who left their footprints on the moon, but AEDC's fingerprints were all over that mission. Additionally, nearly every Air Force aircraft developed since the 1950s has been tested at AEDC including airframes, engines and associated weapon stores."

He explained this still doesn't cover all the programs AEDC has assisted, which also include modern space travel programs, rocket motor testing, hypersonics, and commercial aircraft design and engine testing, among others.

"That is an incredibly large spectrum of history that includes the people, the projects and the missions of our Air Force and it is just fascinating to me. Studying AEDC history for the past three years has been an enjoyable task and



Chris Rumley, right, and Mike Frederick, ATA industrial hygienist, inspect a Vernier rocket engine on display at the Science, Technology, Engineering and Mathematics Center at Arnold Air Force Base. (U.S. Air Force photo/Rick Goodfriend)

it has allowed me the opportunity to really broaden my own understanding of Air Force history."

While at AEDC, Rumley has also been involved in making interesting discoveries. In the fall of 2014, Ron Bandy, a supervisor in the AEDC Carpenter and Paint Shop, recalled keeping a plaque after removing it and a picture of Gen. Henry "Hap" Arnold at Ware-



AEDC Historian Christopher Rumley speaks with retired Maj. Ike Farrar, left, about his memories of World War II during a military appreciation reception held at Arnold Air Force Base in 2014 in honor of Farrar's contributions to the Air Force. (U.S. Air Force photo/Rick Goodfriend)

house-1 almost 30 years ago.

It was determined that the plaque was the original AEDC dedication plaque. Its inscription reads, "At this site on 25 June 1951, President Harry S. Truman dedicated Arnold Engineering Development Center to the memory of Gen. H.H. (Hap) Arnold, the father of the U.S. Air Force."

Rumley took possession of the plaque for safe keeping, and it is now on display at the base in the Administration and Engineering building.

He has several memories such as this one, and he says it's these experiences that will make it hard to leave his AEDC

family.

"I am very thankful for the opportunity to have worked at AEDC and for the opportunity to learn and to share the history with those working at Arnold AFB and those living in the surrounding communities."

But Rumley and his family now look forward to new opportunities that moving to, not just a new Air Force base, but a new country altogether entails.

"Before applying for the job in Germany we had a family vote," he said. "My wife Laurie was certainly on board for the adventure, but so were our three children. All three are elementary school age and are excited

about what lies ahead for our family. We feel they are just the right age to go and to experience Europe and hopefully learn a new language.

"As a family, we have completely enjoyed living in Tennessee. My wife recently graduated from the University of Tennessee. This feels like home to us and we would come back here in a heartbeat. We have great neighbors, a great church family and we are still meeting people in our community that we want to know better and spend more time with. It is a little hard and a bit sad saying goodbye, but we do it knowing that we may come back in a few years."

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# Barksdale unit first to train with latest B-52 upgrade

By Senior Airman  
Joseph Raatz  
2<sup>nd</sup> Bomb Wing  
Public Affairs

**BARKSDALE AIR FORCE BASE, La. (AFNS)** – In a world of military budget constraints and tough acquisition choices, boosting the efficiency of current assets is a no-brainer. As part of that process, AEDC has been an integral contributor to testing the B-52 Stratofortress program.

The last B-52 rolled off the assembly line in 1962, but while the airframe itself is well-seasoned, the internal components are continually upgraded to keep up with the demands of the modern battlespace. Efforts like the Military Standard 1760 Internal Weapons Bay Upgrade program aim to keep the bomber at the forefront of U.S. power projection for decades to come.

Last week, the 96th Bomb Squadron became the first operational B-52 squadron to employ this latest upgrade during a local training mission.

“The IWBU to the B-52H provides increased carriage capability for pre-

cision weapons to include the GPS-guided Joint Direct Attack Munition,” said Capt. Kenny, a 96th Bomb Squadron instructor weapon systems officer. “This new capability also extends our range by reducing the amount of drag that external weapons produce.”

The JDAM is one of the Air Force’s most advanced precision-guided bombs, using GPS-assisted inertial navigation to deliver up to 2,000 pounds of high explosives with pinpoint accuracy. Currently, the B-52 can carry up to 12 J-series weapons on its exterior pylons, but they cannot be carried internally due to a difference in wiring inside the bomb bay.

“JDAMs use a digital architecture in conjunction with a software component called a Stores Management Overlay to communicate with the aircraft,” Kenny said. “The B-52’s pylons have had the capability to speak to the digital systems on precision weapons like JDAM for years, while the bomb bay remained analog and only capable of dropping unguided conventional weapons. That’s where the

IWBU comes in.”

The first increment of the IWBU rewires the B-52’s internally carried conventional rotary launcher, allowing it to house and communicate with up to eight J-series weapons. It also reconfigures the external pylons to carry up to 16 of the laser-guided JDAM variant.

“IWBU nearly doubles the number of JDAMs a single plane can carry,” Kenny said. “This gives us the option to reduce the number of aircraft required to execute a mission, lowers our fuel requirements and provides us with more flexible loadouts, enabling us to strike a wider range of target types during any given mission.”

The next increment of the program will allow the B-52 to internally carry eight joint air-to-surface standoff missiles, as well as a variety of miniature air-launched decoys. It will also give the B-52 the option of carrying up to 12 extended-range JASSM-ERs on the external pylons for a total capacity of 20 of these advanced, stealthy cruise missiles.

As the oldest bomber in the Air Force inven-



**Staff Sgt. Stefano Cothran, a 2nd Aircraft Maintenance Squadron weapons load team member, secures a GBU-38 Joint Direct Attack Munition to a pylon during the 2014 Global Strike Challenge on Barksdale Air Force Base, La. Up to eight GBU-38 JDAMs can now be carried inside the bomb bay of the B-52H Stratofortress, following the 1760 Internal Weapons Bay Upgrade. The upgrade also increases the number of JDAMs that can be externally carried to 16, for a total payload increase of 100 percent. (U.S. Air Force photo/Senior Airman Benjamin Gonsier)**

tory, the B-52 has often been the target of replacement programs. In the 60 years since the B-52 first came onto the scene the Air Force has debuted six heavy bombers, of which only three are still flying, including the B-52 itself. The recently announced B-21 aims to finally replace the venerable Stratofortress, but will not be fielded until the mid-

2020s.

In the interim, the B-52 is projected to continue operations until at least 2040. To facilitate flying into its 90th year, the bomber is constantly being fitted with upgraded components. The current “H” model features multi-function digital display screens, computer network servers and real-time communication uplinks with Internet access.

“The B-52 has always been capable of executing a wide variety of missions,” Kenny said. “The IWBU provides more flexibility and capability in order to more effectively execute these diverse set of missions across numerous combatant commands.”

*(Editor’s note: Capt. Kenny’s last name was removed in this article due to security concerns.)*

# AF releases Air Superiority 2030 Flight Plan

By Secretary of the Air  
Force Public Affairs  
Command Information

**WASHINGTON (AFNS)** – The Air Force released a flight plan directing development activity as a result of a yearlong study focused on developing capability options to ensure joint force air superiority in 2030 and beyond.

According to the unclassified version of the Air Superiority 2030 Flight Plan, released May 26, the gap between the U.S. military’s air superiority capabilities and potential adversaries’ means, as it currently stands, the Air Force’s projected force structure in 2030 may not be capable of fighting and winning against those adversary capabilities.

In order to counter emerging threats, air superiority must be viewed as a condition the Air Force sets to enable joint forces to accomplish mission objectives, and not as an end in and of itself. Providing the capabilities to do this will require multi-domain solutions developed through a more agile acquisition process.

“After 25 years of being the only great power out there, we’re returning to a world of great power competition,” said Lt. Gen. Mike Holmes, the Air Force deputy chief of staff for strategic plans and requirements. “We need to develop coordinated solutions that bring air, space, cyber, the electronic environment and surface capabilities together to solve our problems.”

The flight plan, put together by an enterprise capability collaboration team composed of Air Force operators, acquirers and analysts, says that to achieve air superiority in 2030 and beyond, the Air Force needs to develop a family of capabilities that operate in and across the air, space and cyberspace domains, including both stand-off and

stand-in forces.

The speed of capability development and fielding will be crucial to retaining the U.S. advantage. The service can no longer afford to develop weapon systems on acquisition and development timelines using traditional approaches. According to the ECCT, air superiority capability development requires adaptable, affordable and agile processes with increasing collaboration between science and technology, acquisition, requirements and industry professionals.

“There’s no silver bullet,” said Col. Alexus Grynke, the Air Superiority 2030 ECCT lead. “We have to match tech cycles -- some of them are really long. Engines take a long time to make, but information age tech cycles are fast. Software updates are constantly moving. So how do you move from pacing yourself off industrial age mindsets to information age mindsets?”

The answer, Grynke said, is parallel development of maturing technologies for sensors,

missions systems, lethality and non-kinetic effects, on appropriate time cycles, of an integrated and networked family of capabilities. The next step is to pull technologies out of each of those parallel efforts when they are ready and developing prototypes, experimenting and gaining more knowledge to determine if the developments are what’s needed in the field.

“What the flight plan lays out is a series of capability development needs, as well as initiatives to prototype and experiment with

a number of concepts,” Grynke said. “You can start building and then move forward if experimental capabilities are determined to make enough of a difference in highly contested environments of the future.”

In order to achieve air superiority in 2030 and beyond, bringing agility to multi-domain acquisition is crucial.

“We’ve talked about acquisition agility a number of times in terms of, ‘How do we save money’ and not wasting taxpayer dollars is absolutely important,”

Grynke said. “But there’s an operational imperative that says we have to do this faster, and if we don’t we’re at a risk of failing as an Air Force and a joint force.”

Air Superiority 2030 is the first enterprise capability collaboration team to release its flight plan. The ECCTs examine, comprehend and quantify operational needs, including current and emerging capability gaps that span the Air Force enterprise. Future topics will likely cover other core Air Force mission areas.





# Barksdale B-52s drop bombs in exercise with Jordanian forces

By U.S. Strategic Command Public Affairs

**OFFUTT AIR FORCE BASE, Neb. (AFNS)** – Two B-52 Stratofortress bombers assigned to the 2nd Bomb Wing at Barksdale Air Force Base, Louisiana, returned May 24 from a 35-hour, 14,000-mile nonstop mission to Jordan as part of this year's exercise Eager Lion with Jordanian Armed Forces (JAF).

Eager Lion is an annual U.S. Central Command exercise hosted by the Jordan government to test responses to conventional and unconventional threats in a joint environment. Exercise mission sets are based on a fictional adversary and range from border security, command and control, and cyber defense to battlespace management. Eager Lion 16 marked the second consecutive year of the integration of the multi-role, heavy bomber into the exercise.

During the exercise, B-52 crews conducted air intercept training with Royal Jordanian Air Force F-16 fighter aircraft and executed a live conventional weapons demonstration directed jointly by JAF and U.S. ground controllers.

"Executing these global bomber training missions supports successful integration into geographic combatant command and multinational operations, such as the current B-52 deployment in support of Operation Inherent Resolve," said Navy Adm. Cecil D. Haney, the U.S. Strategic



**A B-52 Stratofortress drops Mark 82 bombs during a combined arms live-fire demonstration as part of exercise Eager Lion at a training area in Jordan on May 24. Eager Lion is a bilateral military exercise with Jordan and U.S. forces designed to strengthen relationships and enhance interoperability between both nations. (U.S. Marine Corps photo/Cpl. Lauren Falk)**

Command commander. "Our participation in two Eager Lion exercises in as many years allows us to continue to build relationships with our allies and partners in the region and beyond, better enabling us to confront today's global challenges."

Combined with the long-range nature of the flight, which involved four aerial refueling operations, this mission showcases the flexible capabilities of the bomber force and its ability to integrate with other na-

tions around the world. STRATCOM's bomber force regularly conducts combined training and theater security operation engagements with allies and partners, demonstrating the U.S. capability to command, control and conduct global bomber missions anywhere. B-52 participation in exercise Eager Lion follows the deployment of B-52s to Morón Air Base, Spain, in February and March, where they participated in Norwegian exercise Cold



**A B-52 Stratofortress receives an escort from two Royal Jordanian Air Force F-16 fighter aircraft at the start of a combined arms live-fire exercise near Al Zarqa, Jordan, during the culminating event of exercise Eager Lion on May 24. Eager Lion is a bilateral military exercise with Jordan and U.S. forces designed to strengthen relationships and enhance interoperability between both nations. (U.S. Army photo/Sgt. 1st Class Sean A. Foley)**

Response and French exercise Serpentex, as well as the deployment of B-2 Spirits to the Indo-Asia-

Pacific in March. Additionally, in April, a B-52 flew a sortie to France to integrate with the French

air force, and a B-52 also flew to South America to train with the Colombian Air Force.

# ATA personnel awarded for exceptional performance at AEDC

Aerospace Testing Alliance leadership recently held a quarterly award ceremony for fiscal year 2016 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.



**Norman Smith**  
Craftsperson of the Quarter  
Test Assets and Support  
Department – Fabrication,  
Installation, Maintenance  
and Support



**Kevin Lovvom**  
Craftsperson of the Quarter  
Integrated Test and Evaluation  
Department – Test Operations  
and Maintenance



**Jimmy Pratt**  
Craftsperson of the Quarter  
Mission Support  
Department – Emergency  
Services



**Stephen Salita**  
Technical Excellence in Engineering of the Quarter  
Information Technology and  
Systems Department – Computations  
and  
Software Development



**Tyler McCamey**  
Technical Excellence in  
Engineering of the Quarter  
Integrated Test and  
Evaluation Department -  
Engineering  
and Facilities Design



**Christopher Rudolf**  
Technical Excellence in Engineering of the Quarter  
Integrated Test and Evaluation  
Department  
– Science and Technology



**Sara Rhoades**  
Technical Excellence in Engineering of the Quarter  
Integrated Test and Evaluation  
Department  
– Engineering Analysis



**Daniel Catalano**  
Administrative and Professional Support Services of the Quarter  
Integrated Test and Evaluation  
Department  
– Administrative Support



**Kathleen Gemma**  
Administrative and Professional Support Services of the Quarter  
Test Assets and Support  
Department  
- Support Services



**Joseph Capps**  
Operations and System  
Engineer of the Quarter  
Test Assets and Support  
Department - Maintenance  
Engineering



**Nathan Tendick**  
Program Manager of the  
Quarter  
Integrated Test and Evaluation  
Department –  
External Customer  
Program Manager



**William Stack**  
Customer Service of the  
Quarter  
Integrated Test and  
Evaluation Department –  
External Customer Service



**Terry Harris**  
Program Manager of the  
Quarter  
Test Assets and Support  
Department – Internal Customer  
Program Manager



**Kimberly Russell**  
Administrative and Professional Support Services of the Quarter  
Mission Support  
Department - Tech Spec  
and Admin Professional



**John Wright**  
Operations and System  
Engineer of the Quarter  
Test Assets and Support  
Department – Facility  
Operations Engineering

Photos are unavailable for:  
**Scott Hagler**  
Craftsperson of the Quarter;  
Test Assets and Support  
Department – Plant Operations  
and Maintenance

**Margaret Smith**  
Operations and System  
Engineer of the Quarter; Information  
Technology and Systems  
Department

**Michael Mills**  
Customer Service of the  
Quarter; Integrated Test  
and Evaluation Department  
- Internal Customer Service

## Masiello steps down as AFRL commander, to end 35-year Air Force career

By **Derek Hardin**  
*Air Force Research  
Laboratory*

**WRIGHT-PATTERSON AIR FORCE BASE, Ohio** – As Maj. Gen. Thomas Masiello exited the Air Force Research Laboratory headquarters building for the final time last Thursday morning, he was sent off with a standing ovation from staff and senior leadership. The hallways and stairwells which lead from what was once Masiello's office to the building doors were lined with admirers who wished to acknowledge the man who has been their commander since July 2013. It was a testament to the general's leadership and vision, but most all it spoke volumes of his popularity and genuine likability.

Masiello handed over command of AFRL to Maj. Gen. Robert D. McMurry Jr. May 13, and he will officially retire in July, ending his 35-year career with the Air Force.

Born in Detroit, but growing up in Youngstown, New York, Masiello was the eldest of five children, living in a nurturing and familiar American suburban setting. On his

first day of second grade, his mother walked him to school, but asked that he find his way home after the day had ended. Little Tom initially made a wrong turn and got lost, but he eventually made his way home. He attributes this event as the beginnings of his admiration for navigators, those who dare to explore and find their way in unfamiliar and new places. One has to wonder if this young boy from New York ever fathomed that one day he would soar through the skies in an F-111, his craft of choice, or skim the clouds in more than 20 aircraft, including the F-15, F-16, and HH-60.

Following high school, and as luck would have it, Masiello was accepted to the Air Force Academy. He graduated with distinction with a degree in electrical engineering. When his Air Force career began, Masiello said he had no expectations of what lie ahead.

"I was just a kid from New York who won the opportunity of a lifetime to go to the USAFA," reflects Masiello. "I never looked too far ahead and just fought the battle of the day. I really tried to give every as-

signment my best effort, one assignment at a time."

Some of those assignments led him to places like Lakenheath, England as an F-111F instructor pilot; Eglin AFB, Florida as an experimental test pilot and, later, commander of the 40th Flight Test Squadron and director of AFRL's Munitions Directorate; Washington D.C. in numerous roles, including Deputy Assistant Secretary for Plans, Programs, and Operations at the U.S. Department of State, and Director of Special Programs for the Office of the Under Secretary of Defense for Acquisition, the Pentagon; and finally, Wright-Patterson AFB in Ohio as commander of AFRL, his final Air Force duty.

Masiello met his wife, Lt. Gen. Wendy Masiello, while he was serving as Deputy Chief of Staff for Plans and Programs at AF Headquarters in Washington, D.C. They both then received assignments at Eglin AFB, Florida and continued to date, eventually marrying in 1997.

During his time as AFRL commander, Masiello championed technology "game changers," including hypersonics,

autonomy, and directed energy. His vision was that these technologies are the key to US Air Force maintaining its edge as the world's most technologically-advanced. He travelled the world telling everyone he could how AFRL's scientists and engineers are among the greatest in the world, emphasizing that their ingenuity and dedication is what makes AFRL a cutting-edge, world-class organization.

"Being the commander of AFRL has been the highlight of my time in the Air Force," remarked Masiello. "I thought flying fighters was fun, but AFRL easily tops that. This organization has brilliant and motivated people, all working to protect our nation. I have not seen anything like the passion AFRL people have for our mission. They are well resourced and on track to create and shape the Air Force of the future."

In his new life as a retired general, Masiello plans to spend more time with his family, especially his grandchildren. He also intends to fill his days with plenty of golf and travel. He adds that the people of the Air Force is what he will miss most about active duty.

# Milestones



**Tracy Donegan**

**40 YEARS**  
Tracy Donegan, ATA

**35 YEARS**  
Dave Cox, AF  
Terrell Hand, ATA  
Timothy Holland, ATA  
Mark Hood, ATA  
Joseph Martin, ATA  
Brent Petry, ATA  
Sharon Rigney, ATA  
John Shuttleworth, ATA  
Winfield Stacey, ATA

**30 YEARS**  
John Gilmer, ATA  
Warner Holt, FSS  
Steven Luttrell, FSS  
Frank Roepke II, ATA  
Sarah Russell, ATA  
William Sloan, ATA  
Ronald Sparks, ATA



**Terrell Hand**

Donald Smith, ATA  
Russell Zarecor, ATA

**25 YEARS**  
Teresa Montgomery, OBXtek  
Suzanne Singleton, ATA

**20 YEARS**  
Ernest Hargis, ATA

**15 YEARS**  
Maureen Reed Burke, ATA

**10 YEARS**  
Gregory Bateman, ATA  
Gary Hammock, AF  
Christopher Harrell, ATA  
Richard Roberts, AF  
Barbara Stewart, AF



**Tim Holland**

**5 YEARS**  
Bradford Freeze, OBXtek  
Marlin Stephens, ATA

**INBOUND MILITARY**  
Capt. Virginia Trimble, AF  
Maj. Lawrence Ware, AF

**OUTBOUND MILITARY**  
1<sup>st</sup> Lt. Zahi Abi Chaker, AF  
1<sup>st</sup> Lt. Andrew Spurgeon, AF

**RETIREMENTS**  
Michelle Sutton, AF

**NEW HIRES**  
Daniel Alexander, NAF  
Timothy Bobo, OBXtek  
Crystal Crowder, OBXtek  
Jesse Crowley, OBXtek



**Joseph Martin**

Jeremy Dinsmore, FSS  
John Duncan, FSS  
Jacob Dyer, OBXtek  
Stephen Farrington, FSS  
James Fredrick, FSS  
Skyler Garner, NAF  
Jeff Holt, FSS  
William Keowan, FSS  
Chris Lawrence, NAF  
Alex Mans, OBXtek  
Seth Markum, AF  
Dwight Norton, AF  
Jessica Weaver, AF  
Billy Williams, OBXtek

**PROMOTIONS**  
Andrew Alexander, ATA  
Austin Bonds, ATA  
Them Bui, ATA  
Tracie Burnett, ATA  
Jerry Burrows, ATA



**Brent Petry**

Wesley Cobb, ATA  
Jon Cox, ATA  
Dustin Crider, ATA  
Joshua Diller, ATA  
Cherise Dockery, ATA  
Yeshiemebe Dohrmann, ATA  
Jonathon Duke, ATA  
David Faucett, ATA  
Nickolas Galyen, ATA  
Ethan Jobe, ATA  
Inna Kurits, ATA  
Jeremy Morris, ATA  
William Nelson, ATA  
Jonathan Parks, ATA  
Vanessa Perez, ATA  
John Prebola Jr., ATA  
Wallace Pruitt, ATA  
Christopher Robinson, ATA  
Christopher Rogers, ATA



**Sharon Rigney**

Brant Seay, ATA  
Matthew Stiggins, ATA  
Nathan Tendick, ATA  
Jonathan Thompson, ATA  
Austin Voorhes, ATA  
Maj. Daniel Watson to lieutenant colonel, AF  
Wesley Williams, ATA  
John Wohleber III, ATA

**CERTIFICATES**

Them Bui, Ph.D – Industrial Engineering  
  
John Garner, Bachelor of Science Organizational Leadership  
  
Daryle Lopes, Bachelor of Science in Fire Science



## Upgraded B-1 touches down at Ellsworth

The 28th Bomb Wing's first B-1B Lancer upgraded with Sustainment Block-16 touches down at Ellsworth Air Force Base, S.D., May 2. With the upgraded B-1's return from Tinker AFB, Okla., Ellsworth Airmen will be able to put their training from the IBS-updated sim to the test. (U.S. Air Force photo/Airman Donald Knechtel)

# Eglin shows child what it's like to be an F-35 pilot

By Senior Airman  
Andrea Posey  
33rd Fighter Wing Public  
Affairs

**EGLIN AIR FORCE BASE, Fla. (AFNS)** – After spending the past few weeks watching “Top Gun” and videos of the F-35 Lightning II, Christian Loafman was ready for his May 18 visit to Eglin Air Force Base as its first F-35A Pilot for a Day.

“I feel the need, the need for speed,” the 9 year old said.

The program, which started 26 years ago, allows units to get involved with the community and for children to experience a day in the life of an Air Force pilot. At age 2, Christian was diagnosed with progressive infantile scoliosis and autism. Since then, he has had multiple surgeries, wears a brace and attends weekly therapies to overcome his limitations.

Christian’s mother, Kerri Loafman, described her son as very outgoing and larger than life, with a love of all things Lego. She shared that her son has been “over the moon” since he was chosen as the 33rd Fighter Wing’s first F-35A Pilot for a Day almost two weeks ago.

“We’ve counted down every single day, every minute,” Kerri said. “Every day he would wake up and ask, ‘Is today the day?’”

Driving up to the wing, Christian was surprised to see a sign welcoming him to the 33rd FW. Upon arrival they were greeted by Christian’s wingman, Maj. Mike Krestyn, the 33rd Operation Support Squadron chief of scheduling, who helped him transform into an F-35A pilot.

The duo’s journey began at the 58th Fighter Squadron where the new pilot met the squadron commander, Lt. Col. Brad Bashore, and was given his

flight suit complete with squadron patches and a nametag.

While touring the squadron, the young pilot received a mission brief from 2nd Lt. Colin Backet, the 33rd OSS unit intelligence chief, where he learned the kinds of information pilots receive before flying.

“Being able to give Christian one of these briefs was truly amazing,” Backet said. “At the end of the day that’s why I joined the military; to try to make a difference anyway I could. I hope he will remember this experience for a long time to come.”

After the briefing, Christian was escorted to an F-35A static display where he received an up-close view of a jet that displayed his name on the side. Crew chiefs from the 58th Aircraft Maintenance Squadron, Tech. Sgts. John Accurso and Michael Ardwood, spoke with him and presented the young pilot with a squadron T-shirt.

“I have been in this unit for 3 1/2 years and spoke to many (distinguished visitors) – by far Christian was the most important DV I have had the honor to meet,” Accurso said. “Seeing his face when he saw his name on the jet was priceless and one of the highlights of my time here at Eglin.”

While on the flightline, the young pilot was visited by the 33rd Maintenance Squadron wizard, the squadron mascot, and surprised by agents from the Marvel comic book series “S.H.I.E.L.D.” The agents brought superheroes Captain America and the Winter Soldier along to escort Christian to the 33rd MXS for a look at where the heroes’ weapons were made and where Airmen and Sailors create tools to maintain the F-35A.

The Winter Soldier, played by Capt. Josh Gra-



**Tech. Sgt. Omar Robinson, a 96th Aerospace Medicine Squadron aerospace and operational physiology technician, teaches Christian Loafman, 9, how to control a flight simulator at Eglin Air Force Base, Fla., May 18. During his visit as a Pilot for a Day, Christian was treated like a real F-35A Lightning II pilot and given a flight equipment locker, flight suit and mission brief before he flew a mission using the flight simulator. (U.S. Air Force photo/Senior Airman Andrea Posey)**

daille, the 33rd AMXS fabrication flight commander, believed being a superhero for Christian’s visit was one of the most rewarding experiences as an officer.

“His response and expressions alone were extremely rewarding,” Graddaille said. “The folks who were fortunate enough to meet Christian all agree that we need more (programs) like Pilot for a Day; it reinvigorates our desire to serve.”

At the 33rd MXS, metals technicians demonstrated a water jet cutter’s capability, and afterward, Christian received an F-35 silhouette memento.

Nondestructive inspection and low observable Airmen showed Christian how to repair panels similar to the Helicarrier seen in the Marvel movies and presented him with a miniature F-35A tail complete with stickers to decorate it. The “Avengers” superheroes also gifted him action figures in their likeness as



**Maj. Mike Krestyn, the 33rd Operations Support Squadron chief of scheduling, talks with Christian Loafman, 9, about the F-35A Lightning II at Eglin Air Force Base, Fla., May 18. Christian was the base’s first F-35A Pilot for a Day, a new initiative for the 33rd Fighter Wing that gives children the opportunity to experience what it’s like to be an F-35A pilot. (U.S. Air Force photo/Senior Airman Andrea Posey)**

souvenirs from their meeting.

Christian then traveled to the 33rd OSS pilot fit facility to fly the F-35 flight simulator under the guidance of Tech. Sgt. Omar Robinson, a 96th Aero-

space and operational physiology technician. He also tried on an F-35 helmet and participated in an aircraft flight safety equipment demonstration.

“As soon as (Christian) walked into the room, he jumped into the (flight

simulator) with no hesitation and was ready to go,” Robinson said. “After giving him a tutorial, he started flying and caught on extremely quick. He was a natural. He had a huge smile that lit up the entire room.”

