



# HIGH MACH

Serving the World's Premier Flight Simulation Test Complex



Vol. 63, No. 16

Arnold AFB, Tenn.

PRSRIT STD  
US POSTAGE PAID  
TULLAHOMATN  
PERMIT NO. 29

August 22, 2016

## AEDC Model Shop steps up to fulfill customer request

By Deidre Ortiz  
AEDC Public Affairs

The AEDC Model and Machine Shop recently stepped up to meet a short notice need for the warfighter by fabricating test articles critical to meeting an accelerated Air Force Test Center rapid fielding schedule.

In an effort to meet a tight execution schedule for the needed test articles, the Advanced Precision Kill Weapon Systems (APKWS) Program Office requested AEDC assistance.

"AEDC has performed remarkably helping our Program expedite test asset availability needed to address an Air Force Central Command Urgent Operational Need," said Maj. Jesse Moreno, APKWS program manager.

Michael Panarisi, retired Air Force colonel and former AEDC Commander, said he knew that the craftsmen at the Model Shop had the capability to rapidly prototype and fabricate test articles, a capability he championed while he was commander, and therefore, implemented the bridge between the APKWS Program Office and AEDC.

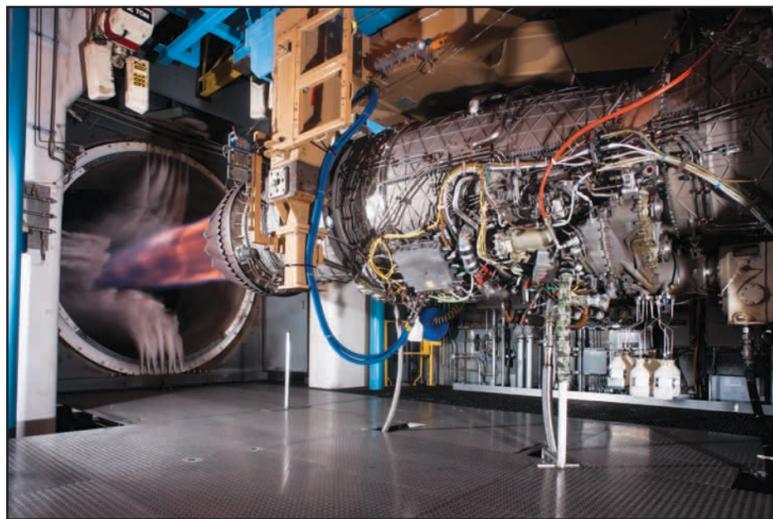
"If you need something built quickly, with great precision, then this is the place to come," he said.

Tackling unexpected requests is nothing new for the Model Shop, according to David Hurst, a co-manager of the Model Shop at the time of this project.

"The AEDC Model Shop staff including machinists, planners, schedulers and supervisors do an outstanding job adapting to an ever changing work environment," he said. "We were excited that Mr. Panarisi remembered our capabilities and quality of work and recommended the Model Shop for this project. This is not atypical of the type of requests we get on almost a daily basis and the Model Shop employees are always willing to do what is necessary to accomplish the seemingly impossible task."



Michael Panarisi, retired Air Force colonel and former AEDC Commander, tours the AEDC Model and Machine Shop with his family as Model Shop staff work to complete a project for the Advanced Precision Kill Weapon Systems (APKWS) Program Office. Panarisi, second from left, assisted the APKWS Program Office by recommending the Model Shop complete its time sensitive request. Pictured are Calder Smith, Michael Panarisi, Michael Panarisi Jr., and Reanna Panarisi looking at items fabricated by the AEDC Machine Shop. (U.S. Air Force Photo/Holly Peterson)



The Pratt & Whitney F135 engine for the F-35 Lightning II Joint Strike Fighter is shown here during a test in the Engine Test Facility Sea Level test cell at AEDC in 2014. (U.S. Air Force photo/Rick Goodfriend)

## AEDC F135 Test Team receives AFMC award

By Raquel March  
AEDC Public Affairs

The AEDC Aeropropulsion Ground Test team, who performed engine tests on the Pratt & Whitney F135 engine for the F-35 Lightning II Joint Strike Fighter, recently received an Air Force Materiel Command Test and Evaluation Award.

The award recognizes a team for superior test and evaluation achievements and contributions within AFMC.

The team was noted in the award nomination for making test cell modifications and upgrades which increased testing capabilities for the JSF Joint Program Office. From January to December 2015, the F135 testing consisted of accelerated mission testing, corrosion testing and a suite of altitude testing for both the Short Take-Off and Vertical Landing and the Conventional Take-Off and Landing engine variants.

The team was also cited for the ability to cross-train in multiple test cells which saved the customer money in scheduling tests. Additional training included engine maintenance and inspection skills making

team members qualified to original equipment manufacturer standards during a test for the first time at AEDC.

The team restructured tests and processes resulting in utilities cost savings for the customer, according to the nomination.

The Air Force team members were Brandon Lucy, John Kelly, Richard Walker Jr., Eric Trad, Jonathan Lister, Paul Wright, Stephen Maccarino, Yancee Burchett, Steven Todd, Justin Harrell, Reginald Floyd, Adam Moon, Joel Nalin, Michael Parmentier, Michael Wrenn and Kate Tedford.

Numerous AEDC contractor personnel were involved in implementing all of the initiatives cited in the award nomination according to Brandon Lucy, an AEDC F135 test manager.

"Without our contractor teammates in the Turbines [Turbine Engine] Combined Test Force, there is no way this award would have been possible for AEDC," he said.

The team will compete at the U.S. Air Force level for possible nomination as the Air Force Association Test Team of the Year Award.

## Butler receives William M. Dunne People's Choice Award

By Raquel March  
AEDC Public Affairs

Kirk Butler, a scramjet test engineer at AEDC, recently received the William M. Dunne People's Choice Award.

The award nomination cited that Butler's technical skills ensured that 13 tests performed in the Aerodynamic and Propulsion Test Unit Facility were successful from the period of April 1 through June 30.

APTU is a blow-down, true temperature and pressure test facility designed for testing supersonic and hypersonic missile scale flight system hardware including propulsion systems and materials.

Butler was instrumental in developing a backup plan for a non-operational high pressure gaseous nitrogen system at the APTU facility, which resulted in the completion of a \$1.6 million test program.

The nomination also cited that Butler served in mul-



Kirk Butler (right), a scramjet test engineer at AEDC, accepts the William M. Dunne People's Choice Award from AEDC Commander Col. Rodney Todaro at the AEDC Quarterly Awards Breakfast July 27 at the Arnold Lakeside Center. This image was cropped to emphasize the subject. (U.S. Air Force photo/Holly Peterson)

multiple roles as needed within the APTU facility, provided guidance and training to team members and "devoted personal time to keep AEDC plugged into international hypersonic and ground test technologies."

The People's Choice Award recognizes contributions of AEDC team members who go well above and beyond the normal call of duty in order to accomplish

the mission. The individual embodies the Air Force core value of "Service Before Self."

The award was established in 1996 and named after William M. Dunne, an environmental engineer who served as a chief of the AEDC Environmental Management Division.

Butler is a resident of Tullahoma and has worked at AEDC for eight years.

## AEDC Advanced Missile Signature Center Team receives Gossick Team Excellence Award

By Deidre Ortiz  
AEDC Public Affairs

Members of the AEDC Advanced Missile Signature Center Team received the Semi-Annual General Gossick Team Excellence Award for January-June 2016.

AEDC Advanced Missile Signature Team members accepting the award are Nicolas Henson, the team's lead, and David

Cox, Henry Home, Capt. Paul Malone and Bart Stewart.

The AMSC Team was chosen for this award for stepping up to meet challenges, such as identifying programming issues, developing and delivering models and improving testing and evaluation of systems. Citing the nomination package for the award, the work of the team is also improving the safety of the nation.

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**HIGH MACH**



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Test Complex

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

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

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**Core Values**

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



**Vision**

"NAS will be integral to the success of AEDC, the U. S. Air Force's premier aerospace testing facilities, while applying the highest standards of ethics, innovation, safety, security, and quality to daily operations."

**Values**

- Ethics. We are uncompromising in our integrity, honesty, and fairness.
- Safety & Health. We are relentless in keeping people safe from harm, and we provide a safe and healthy work environment.
- Excellence. We thrive on challenge, accomplishment, and mission success.
- Quality. We are passionate about doing our work right the first time.
- People. We have a mission-focused, inclusive workforce who have a diverse skill set, are committed to success, demonstrate innovation and have a can do attitude.
- Culture. Our team is proud of our diversity, inclusiveness, and collaborative work environment. We are proud of what we do and how we do it.
- Relationships. We build positive, long-term business relationships through trust, respect, and collaboration.
- Innovation. We overcome challenges through creativity, perseverance, technology, and flexibility. We actively seek to continually improve.
- Sustainability. We plan and act for the long term benefit of our communities and our environment.

# Transparent leadership: An old concept for modern times

By Col. Sean Larkin  
National Air and Space  
Intelligence Center

**WRIGHT-PATTERSON AIR FORCE BASE, Ohio (AFNS)** – We're living in an age of hyper-connectivity. With sensors everywhere and supercomputers in our pockets, there's a wealth of information available to everyone, whether it's a review of a restaurant, an updated Air Force instruction or the airspeed velocity of an unladen swallow (African or European). There are unofficial forums and social media groups devoted to nearly everything – including the Air Force. Further, your words and actions can live on indefinitely on the internet. Nothing stays in Vegas. Now, more than ever, to quote Gen. George S. Patton, "You are always on parade."

The combination of

instant information, rapid social interaction and recorded behavior has changed the environment and expectations for leaders. Our Airmen expect and deserve leaders whose actions match their words and whose decision-making is open, fair and consistent.

While discretion and the safeguarding of sensitive, classified and personal data remain critical responsibilities of military professionals, the fact remains that any gap between what you say and what you do will be exposed, one way or another. But there is no reason to fear such scrutiny; in fact, we must embrace transparency to lead in the 21st century.

Transparency is not a novel concept. Political scientists, journalists and policy advocates have been touting its importance for more than a century.

In 1913, Louis Brandeis, who would go on to serve as a justice U.S. Supreme Court, famously referred to sunlight (transparency) as "the best disinfectant." An organization that maintains open records, encourages honest dialogue, and is accountable for its actions is less likely to violate the public trust.

The benefits of transparency go beyond our external relationships, to the heart of our organizations. Open, honest and consistent leaders will develop trust, strengthen relationships and bolster our core values.

For example, as a commander, I have to make tough decisions on personnel matters, strategic priorities, resources and mission execution. I trust my team to provide the best available information and their recommendations to inform those decisions. While I could technically

make decisions without seeking such advice, involving the right subordinates and stakeholders in a transparent decision-making process is essential to leading effectively and building organizational trust.

Transparency helps establish this trust over time and strengthens critical relationships when your Airmen and your mission partners can see how your actions match your stated priorities and vision. Openness also allows your Airmen to understand how and why decisions are made, even if they disagree with a particular outcome. This transparency encourages collaborative decision-making, empowers our Airmen and fosters the professional development of all stakeholders, which ultimately strengthens the organization.

Finally, transparency

can reinforce and uphold the Air Force core values. I believe in these values and wholeheartedly believe we need to serve with integrity, service and excellence, every day. When your leadership style is transparent and collaborative, it is easier to model and enforce the ethical behavior we expect from everyone in the Department of Defense. Additionally, an open environment with high standards of personal conduct reinforces positive norms and discourages behavior that violates our values.

What we say is important, but our actions are what really speak to our Airmen. Leading with transparency creates strong, accountable organizations built on trust and guided by the Air Force core values. So, let some sunlight into your leadership style – it is a great day for a parade.

## BLOOD DRIVE

### AEDC

#### August 24-26

Wednesday -- A&E Bldg. 100  
Thursday -- PWT Bldg 760  
Friday -- Main Auditorium, Bldg. 452

Bloodmobile at each location 10 a.m. - 3 p.m.

To schedule an appointment: [Bloodassurance.org/AEDCWed](http://Bloodassurance.org/AEDCWed)  
[Bloodassurance.org/AEDCThu](http://Bloodassurance.org/AEDCThu) - [Bloodassurance.org/AEDCFri](http://Bloodassurance.org/AEDCFri)

\*\*Walk-ins are welcome!\*\*

All donors will be given a Free "I-Bleed" t-shirt and a chance to win a monthly drawing for a pair of tickets to the Battle at Bristol!

Blood Assurance could send you to Battle at Bristol!

Donate August 1st - August 31st for a chance to win 2 tickets to Battle at Bristol!

See the Virginia Tech Hokies and the Tennessee Vols face-off at the famous Bristol Motor Speedway!

For more information call 800.962.0628 or visit [www.bloodassurance.org](http://www.bloodassurance.org)

For more information, call 800.962.0628

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### Smoking Policy

- 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 selsaeg 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.
- 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 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

# Base Access Validation more stringent for visitors, customers and guests

By Rick Trull  
AEDC Security Forces

As you may have already learned, the Air Force and Arnold AFB began steps towards complying with the federal Real ID law. Beginning Sept. 15 we can no longer accept state-issued identification cards or driver's licenses from Minnesota, Missouri, Washington or American Samoa as valid forms of identification to gain access to federal facilities and installations unless they have the word "Enhanced" on the license.

These states are not currently participating in the federal government's Real ID program requiring enhanced, more secure driver's licenses and state identification credentials with less likelihood of being cloned or falsified.

Here's how you can help the visitor(s) you sponsor.

First and foremost, if your visitor(s) possess a

military related ID (active military ID, dependent ID, retired military ID or CAC) they can use that credential to gain access to the base. If they don't have one of these credentials, ascertain if they plan to use identification credentials from one of the four states/territories listed above. If the answer is "yes," and their credential does not have the word "Enhanced" on it, inform them that their credentials aren't allowed by federal law and determine if they have an alternate, acceptable form of identification they can use such as a:

- U.S. Passport
- U.S. Passport Card; Permanent Resident Card/Alien Registration Receipt Card (Form I-551)
- Foreign passport with a temporary (I-551) stamp or temporary (I-551) printed notation on a machine readable immigrant visa
- Employment authorization document that

contains a photograph (Form I-766)

- Identification card issued by Federal, State or local government agencies, that contains a photograph and biographic information such as name, date of birth, gender, height, eye color and address
- U.S. Coast Guard Merchant Mariner Cards/Credentials
- PIV or Federally-Issued PIV-1 Cards (Personal Identification Verification) issued by the Federal Government
- PIV-I card (Personal Identification Verification-Interoperable Issued by Non-Federal Government entities)
- DHS "Trusted Traveler Cards" (Global entry, NEXUS, SENTRI, FAST)
- Merchant Mariner card issued by DHS/United States Coast Guard (USCG);
- Border Crossing Card (Form DSP-150)
- U.S. Certificate of

Naturalization or Certificate of Citizenship (Form N-550) and U.S. Permanent Resident Card (Form I-551)

- U.S. Refugee travel document or other travel document or evidence of immigration status issued by DHS containing a photograph
- Foreign Government Issued Passport

If your visitor has none of the above approved identity proofing credentials and is a U.S. citizen, you can still help them.

First you'll need to find someone in your directorate or organization with an "E," escort authority, on their badge. If no one in your organization has an "E" designator, contact the AEDC Test Support Division Security Forces (TSD-SF) at 454-3424. Explain your need and ask the escort authority to accompany you to the gate and vouch for your visitor. You'll still need to see a photo ID to determine

your visitor is who they say they are. Since you are escorting them the entire time they're on the base, you may use any photo ID to establish identity.

Once the escort official clears your visitor through the gate, you will be required to escort your visitor, staying with them at all times. They'll even have to be in the same vehicle with you. Obviously, this is the least desirable method to use because it requires you and your escort authority to "assume the risk" of bringing an unvetted person onto the installation, and it ties you down to keeping your visitor in your sight at all times.

There are some very important takeaways for you as the sponsor.

First, communicate early and often with your visitors/customers. If your visitor is from one of the states or territories listed above, advance information helps you to be successful.

Next determine if your visitor has an acceptable entry credential. Military IDs and CAC cards require no further vetting, but may require other local credentials such as a base badge. If no acceptable entry credential, determine if your visitor has identification from one of the four prohibited states or territories and if so, ascertain if they have any other acceptable form of identification as listed above.

Finally, if they don't have approved identification and are a U.S. citizen, determine if the visit is absolutely necessary, locate an escort authority to help you process your visitor, and be prepared to stay with your visitor at all times while they are on base.

Regardless of how your visitor is processed or gains access to the base, TSD-SF and the Visitor Control Center stands ready to advise and assist you in your endeavors.

## OSI provides prevention tips for scams to team members

By SA Kyle McArthur  
Air Force Office of Special Investigation, Arnold AFB

There are many common scams out there today by many different names, but all are attempts to ultimately obtain your hard earned money, and possibly your identification and financial account information.

These scams are floated in various forms through misrepresented calls and emails, online, and even door-to-door – but always with the same criminal intent. While most of these requests impress thoughtful, law-abiding citizens as laughable hoaxes – some are presented very professionally and well-engineered to take advantage of our hurried lifestyles. Unfortunately, millions of dollars in losses are caused by these schemes annually.

Middle Tennessee and even Arnold Air Force Base are not immune to these scams – you must be vigilant and possibly even a little suspicious to protect what is yours.

There are dozens of different types of scams, but most of the reports the Air Force Office of Special Investigation receives locally involve telephone calls and emails from unknown or unrecognized people. When you send money to people you do not know personally or give personal or financial information to unknown callers or email senders, you increase your chances of becoming a victim of fraud.

### PREVENTION TIPS:

- NEVER give out your credit card number to anyone (callers, online or at your door) unless you have verified who you are talking to and know they are reputable.
- VERIFY who

you are dealing with before providing sensitive information; be especially cautious of unsolicited contact.

- BE CAUTIOUS when dealing with individuals and companies from outside the country or who claim to be out of country temporarily.

If the identity theft occurred off-base, you should contact the local police and file a report. Reports of the scam can also be provided to the U.S. Secret Service, your local FBI office, or a complaint can be registered with the Federal Trade Commission's Complaint Assistant. Call (877) ID-THEFT or use the ID theft report form on <http://www.ftc.gov/bcp/edu/microsites/idtheft/>.

You will also receive a booklet from the Federal Trade Counsel with step-by-step instructions on what to do to clear your name. When you report, be sure to provide the phone number or email you received the scam from. Otherwise, the call or email can just be deleted from your phone or other media. It is also good practice to place the number and email on auto-reject or auto-delete so you will not be bothered in the future.

If individuals believe they may have fallen victim to a scam, they can immediately report it to the local OSI detachment. Detachment 106 is located in building 100, Suite C305 at Arnold and can be reached at 931-454-7820.

Unless the Air Force experiences a loss or Air Force affiliated persons were involved or targeted based specifically on their Air Force affiliation, AFOSI does not typically investigate these types of cases. AFOSI can still work with you for a resolution and will help refer you to the appropriate agency.

## Composting lives at AEDC



Jim Link, an engineer at AEDC, reviews information about the Compost at AEDC program after volunteering as a Green Team captain. The program was made possible through an Air Force Innovation Grant in 2014. (U.S. Air Force photo/Jacqueline Cowan)

By Kraig Smith  
AEDC Environmental, Safety and Health

As you move about AEDC, you may have spotted a number of black bins about the size of a large trash can scattered throughout the Complex and wondered what they were being used for.

The bins are being used by a small army of dedicated recyclers for the com-

posting of personal food scraps and paper towels.

Composting at AEDC was the brainchild of Annie Clements, who applied for and received an Air Force grant in 2014 to kick start the program. An ardent home composter, Annie was a firm believer that even small personal efforts in conservation could add up to big things if enough people got involved.

Annie has taken a posi-

tion in private industry and is no longer here at AEDC, but her influence resulted in the recruitment of a dedicated cadre of composting enthusiasts who have actively continued her legacy.

The beauty of the AEDC composting program is that it operates at zero cost to the government (aside from the initial grant funding), yet has a positive effect on waste disposal costs. Tons of waste that

would otherwise be taken to a landfill can be diverted yearly from the waste stream extending the life of the landfill facility, reducing methane emissions and saving taxpayer dollars.

As an added benefit, program participants are harvesting the compost to take home and use on their own gardens.

For more information on how you can participate, call 454-4284.



## AS AN AIR FORCE CIVILIAN, WHERE CAN I FIND HELP?

We all face challenges, but we don't have to face them alone.

IF YOU NEED HELP WITH... TRY THESE AGENCIES & THEIR RESOURCES

<b>ALL EMPLOYEES</b>		
Suicide prevention	National Suicide Prevention Lifeline	(800) 273-8255
	American Association of Poison Control Centers	(800) 222-1222
Mental health & substance abuse	Centerstone	(931) 461-1300
Unplanned pregnancy	Crisis Pregnancy Assistance Center	(931) 728-6440
Health and Safety Education	American Red Cross	(615) 893-4272
<b>MILITARY</b>		
Virtual extension of installation services	Military One Source	www.militaryonesource.com
Health & wellness planning	AFMC Wellness Support Center	www.afmcwellness.com
	Health and Wellness Center	(931) 454-6440
Sexual assault & victim advocacy	Sexual Assault Response Coordinator	(931) 581-7494
Finances & work-life balance	Airman and Family Readiness Center	(931) 454-4574
<b>DOD CIVILIAN</b>		
Health & wellness planning	AFMC Wellness Support Center	www.afmcwellness.com
	Civilian Health Promotion Services	(931) 454-6440
Work, personal or family issues	Employee Assistance Program	(800) 222-0364
		www.foh4you.com
Sexual assault & victim advocacy	Sexual Assault Response Coordinator	(931) 581-7494
Crime victim advocacy	Victim Witness Assistance Program	(931) 454-4567

# Aggressor's new paint scheme resembles real-world threats

By Airman 1st Class  
Kevin Tanenbaum  
99th Air Base Wing  
Public Affairs

**NELLIS AIR FORCE BASE, Nev. (AFNS)** – Since 1972, the 64th Aggressor Squadron has prepared combat air forces by providing realistic threat replication and training.

The 64th AGRS unveiled the new “splinter” paint scheme Aug. 5 for the F-16 Fighting Falcon aggressors at Nellis Air Force Base during the 57th Adversary Tactics Group change of command.

The new paint scheme for the F-16 will serve as the closest representation of real-world threats for pilots who train at Nellis AFB.

“The paint scheme is a means of representing threats more accurately,” said Capt. Ken Spiro, the 64th AGRS chief of intelligence. “There are real-world threats that paint their jets in this way so we are changing over to make it more physically like their aircraft. Once a pilot who is training comes within visual range of the new aggressor, they’ll be seeing a similar situation to what they would see

with an actual threat aircraft.”

To represent these threats more accurately, the 64th AGRS looks for any and all ways to try to emulate the threats that are opposing combat air forces.

“The idea started at the 64th AGRS because we’re always looking for different ways to be more threat representative, and make the training more realistic,” Spiro said. “The 64th AGRS gets creative in extra ways, such as paint schemes to accurately and better represent threats. We act like, look like, or anything you can think of, we try so we can be true to the threats. We’ve had some jets that are painted like a regular F-16, and then we’ve had some that have more of a tiger stripe pattern. Our F-16’s paint schemes have been similar to threats in the past and this new scheme is more representative of today’s threats.”

In order to better emulate these threats, the 64th AGRS went to M1 Support Services in order to make their vision a reality.

“(The 57th Aircraft Maintenance Squadron’s) Viper Aircraft Maintenance Unit approached



**An F-16 Fighting Falcon, assigned to the 64th Aggressor Squadron, with the new “splinter” paint scheme sits in the U.S. Air Force Thunderbird hangar at Nellis Air Force Base, Nev., during the 57th Adversary Tactics Group change of command ceremony Aug. 5. The new paint scheme for the F-16 will serve as the closest representation of real-world threats for pilots who train at Nellis AFB. (U.S. Air Force photo/Airman 1st Class Kevin Tanenbaum)**

us and expressed their interest in the new paint schemes, and our role was to take the photos they had and adapt them to the F-16,” said Jeffrey Dezell, the M1 Support Services corrosion shop lead. “Once adapted, Viper AMU made any changes they wanted and once they were satisfied with the product, they ran the paint scheme through the approval process. Once it was approved, we

proceeded to paint the aircraft.”

The process of painting the newest scheme on the F-16 aggressors is one that doesn’t happen overnight. It took nearly three weeks to finish the first version.

“It is also a hard line paint scheme rather than a soft one,” Dezell said. “Basically, rather than painting all the colors at once, with this new paint scheme we have to paint

one color at a time. It’s more labor intensive and takes longer to complete. It’s a one of a kind paint job that no one has done before.”

This one-of-a-kind splinter scheme is one of two different paint schemes that will be introduced in the coming months.

“This is the first F-16 aggressor with the newest scheme and we are working on a second ‘shark’

scheme because the 64th AGRS would like to see two threats eventually,” Dezell said. “That scheme is in the design stages right now and the preliminary designs have been sent over to Viper (AMU) for their changes and approval.”

The new paint schemes are the just two of the multiple ways the 64th AGRS provide advanced, relevant, and realistic training to air combat forces.

## Falcon 9 rocket, comms satellite successfully launched



**The 45th Space Wing supported the SpaceX Falcon 9 JCSAT-16 launch Aug. 14 from Space Launch Complex 40 at Cape Canaveral Air Force Station, Fla. A combined team of military, government civilians and contractors from across the 45th SW supported the mission with weather forecasts, operations, security, safety, public affairs, and launch and range. The wing also provided its vast network of radar, telemetry and communications instrumentation to facilitate a safe launch on the Eastern Range. (Courtesy photo/SpaceX)**

By 45th Space Wing  
Public Affairs Office

**CAPE CANAVERAL AIR FORCE STATION, Fla. (AFNS)** – The 45th

Space Wing supported the SpaceX Falcon 9 JCSAT-16 launch from Space Launch Complex 40 here Aug. 14.

The Falcon 9 rocket

is carrying the JCSAT-16 communications satellite built by Space Systems Loral for Tokyo-based SKY Perfect JSAT Corp. JCSAT-16 will be a backup

satellite for Ku-band and Ka-band communications services over the Japanese market.

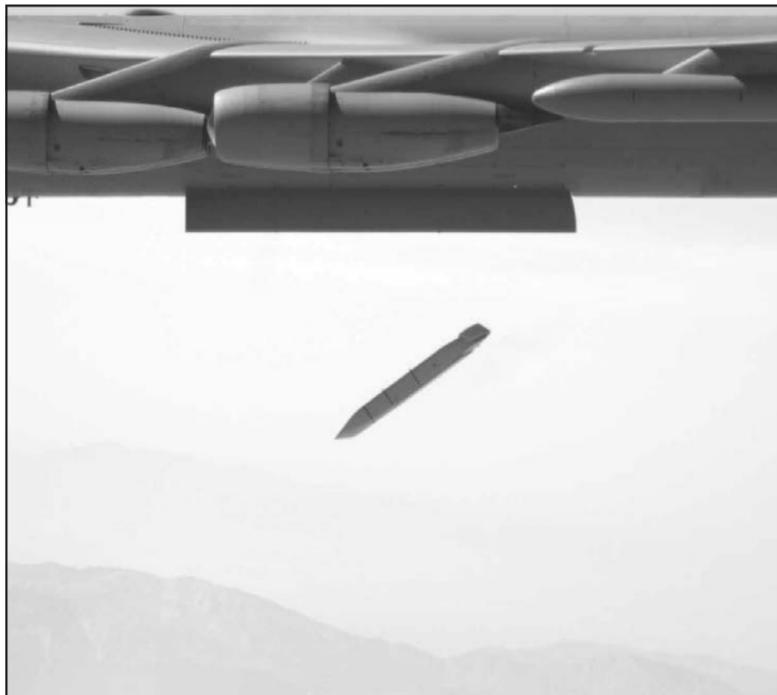
A combined team of military, government civilians and contractors from across the 45th SW supported the mission with weather forecasts, security, safety, public affairs, and launch and range operations. The wing also provided its vast network

of radar, telemetry and communications instrumentation to facilitate a safe launch on the Eastern Range.

“I am very proud of the entire Space Coast team. Their flawless work made this mission a success,” said Col. Walt Jackim, the 45th SW vice commander and mission launch decision authority. “Assured access to space remains a

difficult and challenging endeavor. Today’s launch reflects a superb collaborative effort between commercial launch providers, allied customers, and U.S. Air Force range and safety resources. The 45th Space Wing remains a proud member of the space coast team and we look forward to continuing our service as the ‘world’s premier gateway to space.’”

# B-52 releases JASSM from internal bay: Success marks another 'first-ever' for AFTC



A B-52 releases a Joint Attack Surface Standoff Missile from internal weapons bay at Edwards. This is the first time the JASSM has separated from the Conventional Rotary Launcher in the internal bay of the bomber. The test was the first phase of validation for the CLR. (U.S. Air Force image by Christian Turner)

By Christopher Ball  
412<sup>th</sup> Test Wing  
Public Affairs

**EDWARDS AIR FORCE BASE, Calif.** – Team Edwards accomplished another first recently by executing a clean separation of three Joint Attack Surface Standoff Missiles, or JASSMs, from the internal weapons bay of a B-52 Stratofortress here.

The aircraft has long been capable of carrying JASSMs on its wing pylons, but this is the first time they have been successfully released from Conventional Rotary Launcher in the internal bay.

“That was a first-ever for the B-52, and is also going to be another amazing enhancement in B-52 combat capability for Global Strike,” said Brig. Gen. Carl Schaefer, 412th Test Wing commander, who flew the F-16 photo chase plane for the JASSM mission. “I got to chase the first-ever JASSM drop from the internal weapons bay of the B-52. We dropped it right here on the range at Edwards.”

The venerable bomber could carry up to 12 JASSMs on its wing pylons, said Jose Estrada, a weapons integration engineer with the 775th Test Squadron. Integration of CRL in internal weapons bay adds a capability of carrying eight more missiles in the aircraft, increasing the B-52’s JASSM payload by more than 60 percent.

The previous, or legacy, launcher used in the B-52 internal bay was the Common Strategic Rotary Launcher. This launcher was only capable of carrying unguided munitions, or “dumb bombs.”

Another advantage to carrying weapons internally was that less drag is created on the aircraft which increases fuel efficiency, said Brian Pinto, also a weapons integration engineer with the 775th.

“For long range operations, this means less drag. The aircraft can fly

further and faster and still return to base after the mission,” Estrada said.

Although the release of missiles was the milestone, the missiles weren’t the main focus of the testing, Estrada said.

“The CRL is really what we’re looking at. We’ve already validated the [Joint Directed Attack Munition], now we’re working the JASSM. The next step is the [Miniature Air Launch Decoy].”

Earl Johnson, the test project manager, said this separation test was part of the first of three phases, and primarily focused on data collection. “We accomplished fit checks, making sure the weapons had clearance, within the weapons bay, while rotating

on the CRL, demonstrated a clean separation of the weapon in flight, and made sure everything was done safely,” he said.

The next phase – the interim phase – will include more of the same testing, but with the addition of live weapons. And the third phase will validate the CLR system’s full capability.

The JASSM is a long-range, conventional, air-to-ground, precision standoff missile for the U.S. and allied forces. According to Lockheed Martin, the weapon’s producer, it is designed to destroy high-value, well-defended, fixed and relocatable targets, while JASSM’s significant standoff range keeps aircrews well out of danger from hostile air defense systems.

# Back injury prevention

By AEDC Safety

Nearly all adults experience back pain at some point in their working lives. This common problem is one of the leading causes of lost work days and individual suffering. If steps aren’t taken to maintain a healthy back, the pain can become long-term and disabling.

Preventing back injuries is a major workplace safety challenge. According to the Bureau of Labor Statistics, more than one million workers suffer back injuries each year, and back injuries account for one of every five workplace injuries or illnesses. Further, one-fourth of all compensation indemnity claims involve back injuries, costing industry billions of dollars on top of the pain and suffering borne by employees. Moreover, though lifting, placing, carrying, holding and lowering are involved in manual materials handling (the principal cause of compensable work injuries) the BLS survey shows that four out of five of these injuries were to the lower back, and that three out of four occurred while the employee was lifting. No approach has been found for totally eliminating back injuries caused by lifting, though it is felt

that a substantial portion can be prevented by an effective control program and ergonomic design of work tasks.

OSHA is considering ways to help employers and employees reduce these injuries. The agency requested public comments October 2, 1986 to help it develop either guidelines or regulations for manual lifting.

The agency is looking at both major categories of methods for preventing lifting injuries--administrative controls and engineering controls. The former includes carefully selecting and/or training workers so they can safely perform lifting tasks. Engineering controls attempt to redesign a job so lifting becomes less hazardous.

Suggested administrative controls include:

- Strength testing of existing workers, which one study showed can prevent up to one-third of work-related injuries by discouraging the assignment of workers to jobs that exceed their strength capabilities.

- Training employees to utilize lifting techniques that place minimum stress on the lower back.

- Physical conditioning or stretching programs to reduce the risk

of muscle strain.

Suggested engineering controls include:

- A reduction in the size or weight of the object lifted. The parameters include maximum allowable weights for a given set of task requirements; the compactness of a package; the presence of handles, and the stability of the package being handled.

- Adjusting the height of a pallet or shelf. Lifting which occurs below knee height or above shoulder height is more strenuous than lifting between these limits. Obstructions which prevent an employee’s body contact with the object being lifted also generally increase the risk of injury.

- Installation of mechanical aids such as pneumatic lifts, conveyors, and/or automated materials handling equipment.

In a recent study it was determined that up to one-third of compensable back injuries could be prevented through better job design (ergonomics).

Other factors include frequency of lifting, duration of lifting activities, and type of lifting, as well as individual variables such as age, gender, body size, state of health, and general physical fitness.

# Tankers enable long-range bomber capability during Polar Roar



A KC-135 Stratotanker refuels a B-52 Stratofortress above Minnesota July 31. Four KC-135s from McConnell Air Force Base, Kan., assisted in refueling two B-52s to reach Polar Roar. Polar Roar is a mission in the Arctic Circle that demonstrates the ability to provide a flexible and vigilant long-range, global-strike capability. (U.S. Air Force photo/Airman 1st Class Christopher Thornbury)

## By Air Mobility Command Public Affairs

**SCOTT AIR FORCE BASE, ILL. (AFNS)** – Mobility Airmen play a vital role in deterrence and stand ready to operate in support of global operations at a moment's notice.

Air Mobility Command Airmen, 15 KC-135 Stratotankers and 10 KC-10 Extenders enabled Air Force Global Strike Command B-52 Stratofortresses and B-2 Spirits to sustain air operations for more than 20 hours during

Through multiple air refuelings, strategic bombers conducted intercept training using three different flight paths that encompassed more than 55,500 miles with North American Aerospace Defense Command-assigned fighters. Additionally, they conducted inert weapon drops training at the Joint Pacific Alaska Range Complex.

“The 618th Air Operations Center here supports bomber assurance and deterrence missions throughout the year but not to this level of synchronization, nor simultaneously,” said Maj. Matthew Wilcoxon, the 618th AOC new requirements branch chief.

“In 2015, we supported two different bomber segments in two different theaters simultaneously, requiring 11 tankers,” he continued. “This year’s addition of a third bomber segment during Polar Roar coupled with the addition of a third theater (Europe) increased the tanker requirement for a total of 25 tankers.”

Tankers are critical to U.S. Strategic Command, and AMC is the only Air Force command with trained Airmen able to provide and meet their air refueling needs, he said. For this reason, tanker crews routinely practice bomber refueling during missions around the globe during exercises and in day-to-day operations.

In all, KC-10s from the 305th Air Mobility Wing at Joint Base McGuire-Dix-Lakehurst, New Jersey, delivered nearly 300,000 pounds of fuel during their 10-hour sortie.

Maj. Matthew Jones, a pilot assigned to the 349th Air



A KC-135 Stratotanker refuels a B-52 Stratofortress above Minnesota July 31. Four KC-135s from McConnell Air Force Base, Kan., assisted in refueling two B-52s to reach Polar Roar. Polar Roar is a mission in the Arctic Circle that demonstrates the ability to provide a flexible and vigilant long-range, global-strike capability. (U.S. Air Force photo/Airman 1st Class Christopher Thornbury)

Refueling Squadron at McConnell AFB, Kansas, led a formation of four tankers in off-loading 200,000 pounds of fuel during Polar Roar.

“Tankers are extremely important to STRATCOM’s missions,” Jones said. “(STRATCOM’s) goal is to be anywhere on the globe to show deterrence, but they do not have that capability alone. They need tankers to reach their destination.”

Polar Roar helped ensure bomber crews maintain a high state of readiness and crew proficiency and demonstrated their ability to provide a flexible and vigilant long-range, global-strike capability. The exercise also provided opportunities to synchronize strategic activities and capabilities with regional allies and partners.

B-52s from the 2nd Bomb Wing flew nonstop from Nellis AFB, Nevada, to the North and Baltic Seas, where they conducted intercept training with the Portuguese Air Force and Royal Canadian Air Force fighter aircraft, before returning to Barksdale AFB, Louisiana.

At the same time, B-2s from the 509th Bomb Wing

at Whiteman AFB, Missouri, flew over the Pacific Ocean to Alaska’s Aleutian Islands, where they practiced intercepts with NORAD-assigned fighter aircraft and conducted inert weapons drops at the JPARC.

In addition to strengthening air crew skills and enhancing familiarity with operating worldwide, missions such as Polar Roar serve to improve AMC’s interoperability and capability to enable others to respond to any threat across the globe.

The following bases facilitated air refuelings: JB McGuire-Dix-Lakehurst; McConnell AFB; Fairchild AFB, Washington; Sioux City Air National Guard Base, Iowa; Travis AFB, California; MacDill AFB, Florida; Seymour-Johnson AFB, North Carolina; Pease Air National Guard Base, New Hampshire; and Bangor Air National Guard Base, Maine.

(Editors Note: Airman 1st Class Christopher Thornbury from McConnell AFB and Senior Airman Joshua King from Joint Base McGuire-Dix-Lakehurst contributed this article.)



# SR-71 pilots, crew relive absolute speed record



Retired Maj. Gen. Eldon Joersz, a former pilot, and retired Lt. Col. George Morgan, a former reconnaissance systems officer, sit inside the cockpit of the SR-71 Blackbird they flew when setting the world absolute speed record for jet-powered aircraft on July 28, 1976. The two were at the Museum of Aviation in Warner Robins, Georgia, for the 40th anniversary of the historic flight. (U.S. Air Force photo/Tommie Horton)

By Angela Woolen  
78th Air Base Wing Public Affairs

**ROBINS AIR FORCE BASE, Ga. (AFNS)** – In 1976, it was a different time. The Cold War with the Soviet Union was in full swing and Americans were standing in line to buy gas.

That year was also the country's bicentennial birthday. To celebrate, officials decided to attempt to break some records with an aircraft known as the Lockheed SR-71 Blackbird.

On July 28, 1976, retired Maj. Gen. Eldon Joersz, the pilot, and retired Lt. Col. George Morgan, the reconnaissance systems officer (RSO), set the world absolute speed record for jet-powered airplanes with a speed of 2,193 mph. The record still stands today.

"We never dreamed, I guess we never gave it much thought, how long the record would last," Joersz said.

Today, that plane sits in the Robins Air Force Base Museum of Aviation, and for three days, the museum hosted Joersz and Morgan, and 12 other crewmembers and pilots who were part of the SR-71 program. About 300 people also visited the museum July 30 for a public event commemorating the 40-year anniversary of the record-setting flight.

"The way we look at it, we represent the crew force, we represent the airplane and we really repre-

sent America," Joersz said.

Both men were able to get back in the cockpit of their famed aircraft for a while during their visit to the museum.

"It's as impressive to me now as when I first saw it and flew it. Every time I flew it was my favorite memory," Morgan said.

There were only 85 pilots and RSOs who were trained to fly the SR-71 operationally. Another 40 or so were trained to fly test flights for the plane, said Buz Carpenter, a former SR-71 pilot who is now a docent at the Smithsonian National Air and Space Museum annex in Chantilly, Virginia.

The SR-71 never had a fatality in its 30-plus years of operation.

Tom Joyce, an instrument and inlets technician on the SR-71, also attended the event and said one of his fondest memories was hearing the aircraft crank with its start cart containing two 450-cubic-inch engines.

Joyce, who worked on the SR-71 from 1975 to 1988, said he remembered the first time he went out to see the Blackbird.

"It was amazing. It doesn't look like an airplane and then they put astronaut suits on the pilots," he said, smiling.

Most of the missions the Blackbird flew are still classified.

"Those reconnaissance operations are what brought peace and what gave some teeth to the American front during that

Cold War ... Thank you from a country that could not have won the Cold War without your efforts," Col. John Cooper, the 461st Air Control Wing commander, said during the July 30 event.

The SR-71 came to Robins in 1990, with more than 2,885 hours of air time in its career.

# AF releases new ICBM solicitation

By Air Force Nuclear Weapons Center Public Affairs

**KIRTLAND AIR FORCE BASE, N.M. (AFNS)** – The Air Force released July 29 a request for proposals for its Ground Based Strategic Deterrent (GBSD) intercontinental ballistic missile weapon system program; up to two contract awards are expected in the fourth quarter of fiscal year 2017.

GBSD is the follow-on to the aging LGM-30 Minuteman III ICBM. The launch systems and weapon system command and control physical infrastructure being used for Minuteman III today first became operational with the Minuteman I ICBM system in the mid-1960s. While certain components and subsystems have been upgraded over the years, including a transition to Minuteman III configuration in the 1970s, most of the fundamental infrastructure in use today is original and has

supported more than 50 years of continuous operation. The Minuteman III flight systems in use today were fielded in the late 1990s and early 2000s with an intended 20-year lifespan. The current Minuteman III system will face increased operational and sustainment challenges until it can be replaced.

The Air Force is focused on developing and delivering an integrated weapon system, including launch and command and control segments. The new GBSD weapon system will meet existing national requirements, while having the adaptability and flexibility to affordably address changing environments through 2075. Deployment is projected to begin in the late 2020s.

"The Minuteman III will have a difficult time surviving in the active anti-access, area denial environment that we will be dealing with

in the 2030 and beyond time period," Gen. Robin Rand, the commander of Air Force Global Strike Command, told the House Armed Services Committee's Strategic Forces Subcommittee in March.

"This request for proposals is the next step to ensuring the nation's ICBM leg of the nuclear triad remains safe, secure and effective," said Maj. Gen. Scott Jansson, the commander of the Air Force Nuclear Weapons Center and Air Force program executive officer for strategic systems.

Adm. Cecil Haney, the commander of U.S. Strategic Command, supports the GBSD to "ensure an adversary cannot launch a comprehensive counterforce attack on the United States by striking only a few targets," he said during his keynote speech at a strategic deterrent panel at the Center for Strategic and International Studies in January.

**ONE INDICATOR**  
*Can Ignite*  
**Your**  
*Adversary's*  
**Curiosity**

INTERAGENCY  
OPSEC SUPPORT STAFF

# AEDC Milestones



**Sharon Arnold, AF**  
40 Years

**25 YEARS**  
David Porter, NAS

**20 YEARS**  
Stacy Jones, AF  
James Lucas, NAS  
Paul Smith, NAS

**15 YEARS**  
David Claudio, NAS  
Billy Emberton, NAS  
Kendall Layne, ASO  
Jennifer Lightfoot, NAS  
Kay Odell, NAS  
Gregory Sandlin, NAS



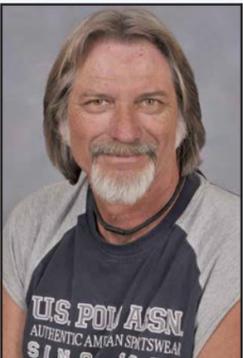
**Mark Duke, NAS**  
35 Years

**10 YEARS**  
Bronwen Griffith, NAS  
Christine Hughes, AF  
Ozey Young, AF

**5 YEARS**  
Michael Marana, NAS  
Patrick Weaver, NAS

**INBOUND MILITARY**  
Maj. Virginia Trimble, AF

**RETIREMENTS**  
Barry Bennett, AF



**Tony Mason, NAS**  
35 Years

**NEW HIRES**  
Blake Braden, ASO  
Jeremy Dinsmore, FSS  
John Duncan, ASO  
Stephen Farrington, FSS

Luke Frederick, ASO  
Jesse Musall, ASO  
Dr. Rodger Oren, AF  
Daniel Parton, ASO  
George Trussell, FSS  
Matthew Wheeler, ASO  
Randy Wroten, AF

**CERTIFICATES**  
Suzanne Luthi received a Master of Business Administration, NAS

Andrea Stephens received a Bachelor of Science in Business Administration Project Management, ASO

**35 YEARS**  
Michael Askins, NAS  
Robert Brim, NAS  
Robert Mosley, NAS

**30 YEARS**  
Mark Brandon, NAS  
Roberta Kologinczak, NAS  
Sheila Sullivan, NAS

# AF duo key to Army medical aid in Honduras



Capt. Amber El-Amin, a Joint Task Force-Bravo operations medical planner, and Senior Airman Synethia Robinson, the JTF-Bravo medical operations NCO in charge, stand in front of a CH-47 Chinook July 25 at Soto Cano Air Base, Honduras. El-Amin and Robinson play a vital role in the joint operations planning process for JTF-Bravo missions. (U.S. Air Force photo/Staff Sgt. Siuta B. Ika)

**By Capt. David Liapis**  
Joint Task Force-Bravo  
Public Affairs

**SOTO CANO AIR BASE, Honduras** – Medical readiness training exercises (MEDRETE), military partnership engagements and mobile surgical team (MST) deployments have been the backbone of Joint Task Force-Bravo’s humanitarian mission in Central America for the past 23 years and have touched the lives of hundreds of thousands of people, built partner nation capacity and fostered goodwill toward the U.S. in the region. These mis-

sions are almost completely run and supported by the Army – almost.

Behind missions conducted by Army medical personnel using Army helicopters for transportation and security provided by Army military police, there are two Airmen who bring more than just the token “joint forces” label to these important operations.

Air Force Capt. Amber El-Amin, a JTF-Bravo operations medical planner, and Senior Airman Synethia Robinson, the JTF-Bravo medical operations NCO in charge, play a vital role in the joint

operations planning process. The process includes building concepts of operation; synchronizing and de-conflicting all logistics and support elements; scheduling and leading meetings and rehearsal of concept drills; ensuring all mission personnel, to include Honduran employees, possess all appropriate passport and country clearances; and that all personnel and equipment are manifested and ready for transport on the 1st Battalion, 228th Aviation Regiment helicopters.

“This job is nothing like we do back home,” said El-Amin, who is de-

ployed here from the 60th Medical Support Squadron at Travis Air Force Base, California. “My specialty match is medical logistics, and I’ve spent majority of my time in that field. Here though, I’m really a project manager, and there are a lot of moving pieces and units to synchronize for a mission.”

That part of the puzzle is where Robinson, a health services management specialist deployed here from the 23rd MDSS at Moody AFB, Georgia, comes in.

See AID, page 11

## ARNOLD AFB COMMISSARY

**\* feds feed families \***

**Drop off boxes are located at: outside of the entrance to the Commissary!**

**Boxes will be picked up: every Friday thru 31 August 2016**

Recommended donations are canned foods (fruits, vegetables, soups, and foods high in protein), condiments (tomato-based sauces), baking goods (e.g., flour, sugar, baking soda, boxed mixes), and hygiene items (e.g., diapers, deodorants, toilet paper, toothpaste, shampoo). See DoD website for instructions on how to donate virtually. Make sure to report donations (by weight) to your base POC (see below)

Your Installation POC is Peg Proffitt (931) 454-6867, peggy.proffitt.1@us.af.mil

**Ooops, we messed up!**  
**FIRST COME FIRST SERVE**  
We meant to order 8 cases of Tyson Pre-Cooked Bacon and accidentally ordered 80! We are offering each unit at \$1.00 off while supplies last, so don't be late! Again its's,  
**WHILE SUPPLIES LAST**

**CASE LOT SALE IS COMING BACK SEPTEMBER 1st, 2nd and 3rd!**

**Meet the Produce Department!**



Left to Right  
Traci Harris (Store Associate)  
Pamela Bailey (Produce Manager)

Patrick S. Jourdan | STORE DIRECTOR | Patrick.Jourdan@deca.mil | 931.454.3546 | DSN: 340.3546

STORE HOURS: SUN & MON Closed | TUE & WED 9am-5:30pm | THU 9am-6:30pm | FRI 9am-5:30pm | SAT 8am-4:30pm

OTHER IMPORTANT NUMBERS: {(931) 454- PLUS EXT.} | {DSN: 340- PLUS EXT.} | {GROCERY x5921} | {CUSTOMER SERVICE x5921} | {SECRETARY x7710} | {PRODUCE/MEAT x5923} | {ASST. STORE DIR. x3546}

Follow Us



# AEDC Woman's Club presents TV-writer and author April Kelly



AEDC Woman's Club board members pause for a photo during the 2016-2017 planning meeting in Bell Buckle, Tenn. Pictured left to right, in front of the stairs is Sandie Simms, Barb McGuire, Gale Klingelhoets and Beverly Pratt; on the stairs, left to right is Sande Hayes, Anne Wonder, Liz Jolliffe, Susan Harris, Cecilia Schlagheck and Kate Canady. (Courtesy photo)

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

The Sept. 6 meeting of the AEDC Woman's Club at the Arnold Lakeside Center will feature April Kelly, a television writer and author from Lynchburg.

After working as a creative director for a Florida advertising agency in the early 1970s, Kelly moved to Califor-

nia and became a comedy writer. She was part of the original writing staff of the sitcom "Mork and Mindy," which introduced Robin Williams to the world as an actor, and she wrote 15 episodes in the first two seasons.

Later she moved to New York to produce "Love, Sidney," starring Tony Randall, for which she received her second Emmy nomination.

Kelly left for London to study at The College of Homeopathy and graduated in 1991. Returning to television, Kelly produced three more series before co-creating the sitcom "Boy Meets World" and the currently running sitcom "Girl Meets World," then left Los Angeles to write novels.

She now lives in Lynchburg but will leave the farm long enough to

talk about "Mork and Mindy" and what it was like being one of only a few female comedy writers in television. She will also give away three copies of her books.

Table donations from the September meeting will go to the Motlow Ladies Philanthropic Society.

The September meeting is open to the public and provides the oppor-

tunity to meet the AEDCWC members and become a member. You don't need to have military connections or be involved with Arnold Air Force Base to visit and become a member.

For information about the AEDCWC call 455-3569.

The social hour of the meeting starts at 9:30 a.m., with the business meeting and program be-

ginning at 10 a.m.

Reservations and cancellations must be made no later than noon, Aug. 30. Make reservations or cancellations by calling 931-393-2552 or 931-636-4152.

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

# 2016 September

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

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



**ALC FREE THURSDAY MOVIE 6:30PM**

<b>AF Birthday Party!</b> Arnold Lakeside Center 16 Sep 16 12-3pm Free Cake! DJ Door Prizes Health & Wellness Expo ODR Rental Equipment Demos				1 Movie: The Shallows, PG13	2 ALC Jam Night cancelled	3 **ALC Closed** GC Fall Open 8 am 2 day stroke play \$40 per person Sign up by Sep 2 454-GOLF
4 GC Fall Open	5	6	7	8 Movie: TBD	9	10 **ALC Closed**
11 FootGolf 454-GOLF Arnold Golf Course	12	13 3pm-dusk Wed, Fri, Sat, & Sun	14 Café 100 National Hoagie Day Hoagie combo \$6.50	15 ALC Brushes & Bottles \$25 GLC 6pm Sign up by Sep 9	16 AF Birthday Celebration PLUS Health & Wellness Expo 12-3pm ALC See above	17 **ALC Closed** ALC Dining Room Hours Thu 5-8pm Fri 5-9pm Sat NO open dining Sat available for special functions only
18	19	20	<b>Fitness Center Fall Fun Run/Walk Wednesday September 21</b> Complete 2 laps (3.5 miles) on Fitness Center trail Anytime between 5am-7:30pm Call 454-6440 to sign up First 30 to sign up and complete receive event t-shirt		22 Movie: TBD	23 Café 100 White Chocolate Day White Chocolate Mocha \$3.75 venti
25 Café 100 National Pancake Day Pancake Combo \$4	26	27	28	29 Movie: TBD	30 ALC Trivia 6:30pm	

**Happy Birthday Air Force**

**Come to The Landing at Arnold Lakeside Center to celebrate TGIF with your friends and coworkers. Open 3pm every Friday Social Hour & Snacks 3:30pm**

**Stop by Outdoor Rec and check out our new rental equipment**  
Open Thu-Tue 8am-6pm

**AID from page 9**

"It's very easy to drop a ball; thus, Senior Airman Robinson and I have to make sure that we're always on top of it," El-Amin said. "She's been doing a great job here, and I couldn't do any of this without her."

Joint environments are by no means new or unique, but they can present distinct challenges to those experiencing them for the first time.

"I volunteered to come and be a part of the mission here at JTF-(Bravo)," Robinson said. "This is my first deployment, and so far I have been amazed at how much I have learned and adapted to working with our sister services."

In addition to training exercises, El-Amin and Robinson also plan for JTF-Bravo involvement in Honduran-led military partnership engagements,

which are very similar to the training exercises but are conducted by the host nation.

"We have to conduct a reconnaissance for each mission, which means we're essentially planning two major events per mission," El-Amin said. "So really, we're planning six separate missions every month with their own transportation, manifests, security, funding and everything else that makes a mission successful."

The duo spends approximately 180-200 hours over 12 weeks preparing for each training exercise, military partnership engagements and MST, and sometimes more if the mission is outside Honduras. While the majority of past missions have been in Honduras, JTF-Bravo is working with U.S. Embassy country teams and ministries of

health in the other Central American nations to conduct exercises within their borders.

El-Amin and Robinson were heavily involved in the planning and execution of recent MEDRETEs in Nicaragua, Guatemala and Honduras; however, they rarely get to see firsthand the impact of what they do.

"We're behind the scenes and generally don't go on the missions," El-Amin said. "I did get to go visit one MEDRETE when I first arrived. I could see the excitement of the people as the helicopters came in to land, and I got to walk through the entire process. It was really amazing to see what our team does."

There have been more than 300 MEDRETEs conducted, and JTF-Bravo MEDEL personnel have treated more than

326,000 medical patients and 69,670 dental patients since October 1993. An average operation allows more than 1,000 people living in remote, austere environments to receive

medical, dental and preventive medical care.

"It's been busy and we've had a steep learning curve, but it's rewarding," El-Amin said. "There's a lot that goes into these

missions, but each month we provide humanitarian assistance to thousands of people. It's an honor to play such an important part in the JTF-Bravo mission."



Capt. Amber El-Amin, a Joint Task Force-Bravo operations medical planner, and Senior Airman Synethia Robinson, the JTF-Bravo medical operations NCO in charge, help load equipment into a CH-47 Chinook helicopter July 25 at Soto Cano Air Base, Honduras. El-Amin and Robinson play a vital role in the joint operations planning process for JTF-Bravo missions. (U.S. Air Force photo/Staff Sgt. Siuta B. Ika)

