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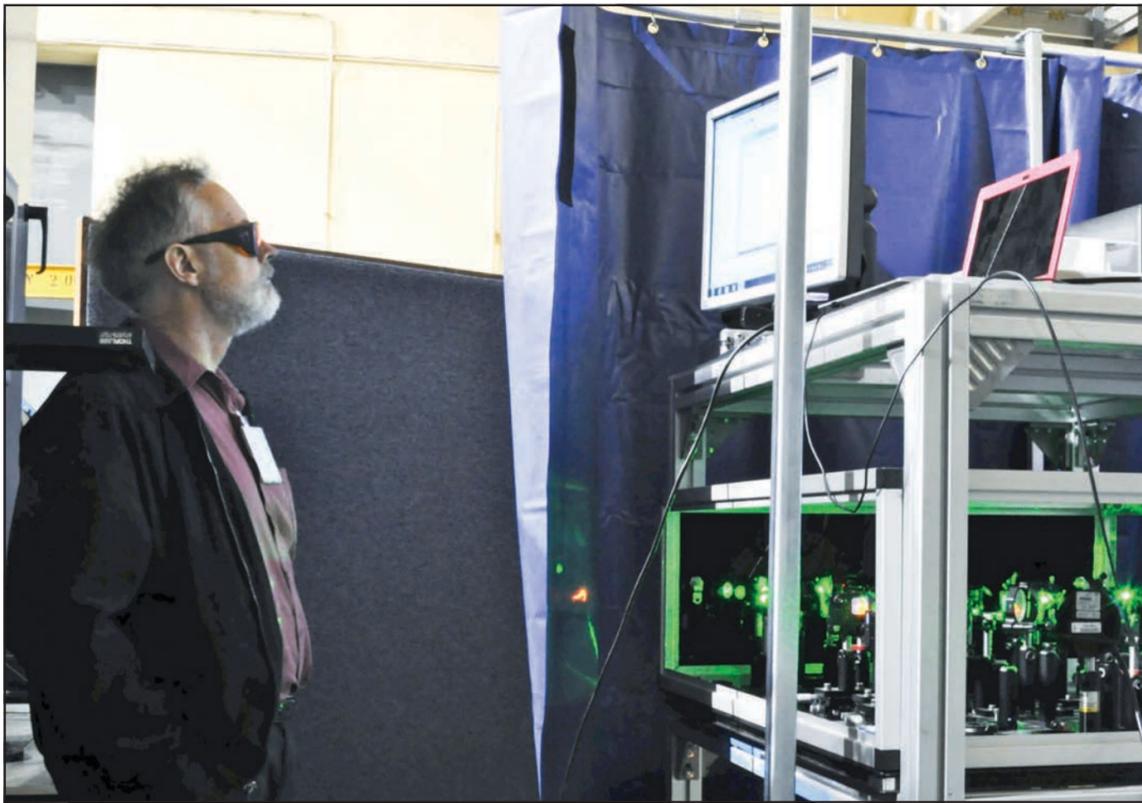
Vol. 63, No. 18

Arnold AFB, Tenn.

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PERMIT NO. 29

September 19, 2016

## AEDC Hypervelocity Tunnel 9 team takes aerodynamic testing to new speeds



By Deidre Ortiz  
AEDC Public Affairs

The AEDC Hypervelocity Wind Tunnel 9 team is conducting tests in support of risk reduction for a new test capability that will be revolutionary for AEDC and the U.S. Air Force. The capability involves increasing the Mach number of what AEDC is currently able to achieve at Tunnel 9 in White Oak, Md., from Mach 14 to Mach 18.

Dan Marren, director of AEDC White Oak, explained the testing is in response to national strategy and requests from high priority customers.

"The test is going very well and the results are first of their kind," he said. "AEDC is in the process of transforming hypersonic test and evaluation. Ed Tucker, High Speed Systems Test chief at AEDC, is managing the Hypersonic Test and Evaluation Investment Program for the U.S. Air Force, which will improve evaluation of hypersonic technologies through improving our test capabilities, advancing modeling efforts and diagnostics and finding ways to prepare the next generation testing workforce."

The program is expected to bring hundreds of millions of investment dollars to AEDC over the Future Years' Defense Program.

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Mike Smith, AEDC optical diagnostic physicist, verifies the Coherent Anti-Stokes Raman Spectroscopy system is functioning properly prior to conducting tests in support of risk reduction for a new test capability that will increase Mach number of AEDC Hypervelocity Wind Tunnel 9 at White Oak, Md. (U.S. Air Force photo/A.J. Spicer)

## Green Dot training implemented at AEDC

By Raquel March  
AEDC Public Affairs

AEDC implemented Green Dot training Aug. 31, joining the entire Air Force in an initiative to prevent interpersonal violence such as sexual assault, domestic violence and stalking.

The non-profit Green Dot Etcetera organization was contracted by the Air Force to train leaders and designated Airmen and Department of Defense personnel in violence prevention tools. The chosen Airmen and personnel are tasked to instruct other Air Force members in implementing the tools to reduce power-based interpersonal violence.

"AEDC's senior leaders



received specialized Green Dot training in June," said Lee Smith, a Green Dot implementer and the AEDC Emergency Management Program manager. "In their training we introduced the concepts and activities used in the implementation of the Green Dot initiative. The rest of the year Green Dot implementers will offer opportunities for the remaining DOD civilians and military personnel to receive the Green Dot over-

view and implementation plan."

Smith and 2nd Lt. Karlie Madden are the implementers for AEDC. They encourage more involvement during the training by using realistic scenarios and group discussions.

The program emphasizes the need for bystanders to be proactive in preventing violence. A choice to display a poster or intercede in a situation before a violent act occurs are actions that could prevent someone from being subjected to violence. According to the program, these are known as green dots that decrease red dots, or violence.

See GREEN DOT, page 3



AEDC Department of Defense team members listen to the Complex Green Dot implementer Lee Smith Sept. 6 during a Green Dot training session about preventing violence such as sexual assault, domestic violence and stalking. The non-profit Green Dot Etcetera organization was contracted by the Air Force to train leaders and designated Airmen and DOD personnel in violence prevention tools. The training is part of an Air Force wide initiative. (U.S. Air Force photo/Holly Peterson)



## Area mayors tour AEDC

Mike Dent, Aeropropulsion Combined Test Force deputy director, holds an F-35 model while speaking to a tour group consisting of mayors, aldermen and representatives from Coffee County and cities of Manchester and Tullahoma in the Aeropropulsion Systems Test Facility C-1 test cell Aug. 10. The purpose of the visit was to foster community relationships and discuss recent contract transitions, the Service Life Extension Program and Hypersonic investments and proposed Air Force Test Center alignment. (U.S. Air Force photo/Holly Peterson)

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**HIGH MACH**



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An Air Force Test Center  
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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**

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- 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**

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- 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.

# 2016 Feds Feed Families campaign at AEDC a huge success



**Feds Feed Families volunteers at AEDC stand with the "Can-Struction" display made from canned food donations to resemble the American flag, Aug. 31. The donations, totaling 1,579 pounds, were given to three local Good Samaritan agencies. Pictured left to right are Lalonie Saltzman, Shannon Allen, Capt. Michael Davault, Peggy Proffitt, Pamela Anderson, Judy Mohler, Josie Henley, Becky Morris, Capt. Jonathan Diaz and Kenneth Jacobsen. (U.S. Air Force photo/Holly Peterson)**

**By Peggy Proffitt**  
*AEDC Personnel Division*

The 2016 Feds Feed Families Campaign, an Air Force wide program that personnel at Arnold Air Force Base have participated in for the past five years, was a huge success this year.

Collecting 1,597 pounds of non-perishable food, personal hygiene and baby items enabled the base to donate more than 500 pounds to each of our three local Good Samaritan agencies.

Our team was excited and active this year as we executed our first "Can-Struction" project. We called it the "Help Us Finish the Flag" project and we were able to collect enough cans of soup and vegetables to build a replica of the U.S. flag and the words AEDC/USA in Café 100.

Our donations surpassed our goal of 1,500 pounds for the campaign, more than doubling our donations from the previous year. We have been able to maintain the spirit of giving back to our community through the Feds Feed Families Campaign. We coordinate with three local Good Samaritan agencies whose non-profit organizations serve the Tullahoma, Manchester and Decherd communities. There are so many families in our area in desperate need of assistance to provide even basic necessities to their children and families, and this program plays a vital role in providing food, school supplies, baby care items and personal hygiene items to those families.

Those of us working in the campaign would like to express our great appreciation to all those who gave donations to support this cause as well as to all



**AEDC Feds Feed Families volunteers assist Good Samaritan personnel with loading 1,579 pounds of non-perishable food and dry good donations for delivery Aug. 31. Pictured left to right are AEDC volunteers Capt. Jonathan Diaz, Peggy Proffitt (behind Diaz), Pamela Anderson and Capt. Michael Davault; and Good Samaritan workers Fay Jones and Grace Thompson. (U.S. Air Force photo/Holly Peterson)**

the volunteers who helped make this year's campaign a success.

As the point of contact for the Feds Feed Families Campaign at Arnold, I would like to recognize the team who helped to make the campaign a success this year. Kudos to Capt. Michael Davault, Capt. Jonathan Diaz, Becky Morris, Shannon Allen, Pamela Anderson, Cindy Young and Lalonie Saltzman. We also appreciate the assistance and cooperation of Patrick Jourdan for allowing us to gather, weigh and store the donations in his warehouse facility at the Commissary until we could distribute at the end of the campaign.

For more information or if interested in volunteering next year, call 454-Feeds Families campaign 6867.

**DON'T WAIT.**

**COMMUNICATE.**

**MAKE YOUR EMERGENCY PLAN TODAY.**



## Smoking Policy

- The following revised Arnold AFB smoking policy is effective immediately and applies to all individuals on Arnold AFB.
  - Traditional Tobacco products (e.g. cigars and cigarettes):** Smoking is permitted solely in Designated Tobacco Areas (DTAs) shown in the attached map and identified by designated signage. If no signage exists, smoking is not permitted in that area. It is the responsibility of all smokers to keep DTAs clean of cigarette butts.
  - Tobacco use on the Arnold AFB Golf Course is permitted, but discouraged based on the health hazards of tobacco use and secondhand smoke. No smoking is permitted within 50 feet of golf course buildings except in the approved DTA.
  - Smoking in government-owned/leased vehicles is strictly prohibited. Personnel are allowed to smoke in their personal vehicles at any time; however, at no time will personnel discard cigarette butts outside their vehicle.
  - For government employees, the fact that a person smokes has no bearing on the number of breaks they may take. Breaks should be taken in accordance with the current supervisory and personnel policies that afford all employees the same break opportunities consistent with good work practices and accomplishment of the mission.
- Smokeless Tobacco products (e.g. snuff and dip):** Smokeless tobacco products are not permitted to DTAs. Smokeless tobacco use will be permitted in all workplace areas (inside and out) subject to reasonable safety and sanitary conditions. Specifically, 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.
- Electronic Cigarettes (also known as "e-cigs"):** Pursuant to Air Force Instruction (AFI) 40-102, Tobacco Free Living, e-cigs are considered to be equivalent to tobacco products; however, e-cigs are not restricted to DTAs and are allowed to be used outdoors at a minimum distance of 25 feet from building entry/egress points. (This policy is dated July 27, 2016)

## 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

# Absentee Voting Week reminds everyone to ensure their voice is heard

By Paul Ritter  
AEDC Analysis and  
Evaluation Branch

The U.S. Armed Forces are asked to make many sacrifices; one of which is serving outside of their state of residency. This creates unique challenges in exercising a right to vote in local,

state and national elections.

Absentee Voting Week, Sept. 26 through Oct. 6, is an opportunity to ensure that everyone is properly prepared to exercise that right to vote. The week is devoted to ensuring that all military personnel and their family members are edu-

cated and enabled to file absentee ballots on time.

In November, there will be the opportunity to elect a president. There will also be elections, or re-elections, for 435 members of the House of Representatives, six non-voting delegate seats in the House of Representatives, 34 members of

the Senate, 12 state governors and two territorial governorships. Additionally, there will be numerous other state and local offices up for election.

Voting is one of the fundamental rights that is protected every day and it is important that this right is exercised this fall. November

elections are the time to speak your mind and have a say in the future of our great nation.

For details on primaries and election dates, visit [www.fvap.gov](http://www.fvap.gov). For unbiased partisan candidacy information, visit [www.votesmart.org](http://www.votesmart.org).

Your Installation Voting Assistance Officers

can assist you with the voting process and the absentee voting system. Their goal is to educate voters about the voting process, not to guide anyone towards a particular candidate or party.

If you have any questions, email [arnold.vote@us.af.mil](mailto:arnold.vote@us.af.mil) or call 454-7809 or 454-6316.

## Technical Advisory Board visits AEDC



Dr. Doug Garrard, AEDC senior staff engineer, explains testing operations in the Aerodynamic and Propulsion Test Unit at the Complex to members of the National Aerospace Solutions, LLC Technical Advisory Board Sept. 9, 2016. APTU is a blow-down, true temperature and pressure test facility designed for testing the performance, operability and durability of supersonic and hypersonic missile scale flight system hardware including propulsion systems and materials. The NAS TAB members toured several test facilities with the AEDC Test Operations and Sustainment contractor. Pictured left to right is Dr. Wesley Harris, with Massachusetts Institute of Technology; Dr. Krishan Ahuja, with Georgia Institute of Technology; Garrard; Dr. Woodrow Whitlow, NAS technical director; Dr. Edward White, Texas A&M University; and Doug Pearson, NAS deputy general manager. (U.S. Air Force photo/Holly Peterson)

## AEDC Safety warns team members about electrical hazards

By AEDC Safety

Recent safety inspections have found several recurrences of electrical hazards in office and industrial areas such as misuse of power strips or relocatable power taps (RPTs) and space heaters without an on/off switch.

What's the issue?

RPTs are multi-outlet extensions for use with low power loads. Surge protectors are special-

ized RPTs designed to provide electromagnetic noise filtering and surge suppression for electronic devices. Neither of these devices is rated for high power loads such as space heaters, microwave ovens, refrigerators, toasters or coffee pots. They are not approved for power tools or outdoor use. Any of these uses can easily exceed the recommended ratings, leading to overheating or fire.

RPTs or other types of extension cords should never be connected to each other. When using such cords, always check the appliance and cord to ensure their ratings are compatible; that is, if the cord is wired to carry the load the appliance, electronic device, or tool requires. If the cord is rated below the required load, results could be an overload or worse.

Space heaters are in

use in multiple offices across the base. Even though it's hot outside and energy conservation is high on our list of priorities, some offices have cold spots and occupants can't resist turning their heaters on briefly to knock off the chill. If this is the case in your area, here are a few things to know:

- Be sure the heater is plugged directly into a wall outlet rather than an extension cord or RPTs.

- Check that the heater has an automatic shut-off if it should tip over. Units with tip-over switches that control the fan but not the heating elements should be taken out of service.

- Verify that the heater has a separate on/off switch that controls all of its functions. Don't confuse a high/medium/low/off switch on the thermostat as an on/off switch for the heater; it

only controls that function. Heaters without an on/off switch must be unplugged from the wall before leaving the immediate vicinity and before leaving for the day.

The information given above is not unique to AEDC. It is based on specifications instructions from manufacturers and national testing laboratories such as Underwriter's Laboratories.

### GREEN DOT from page 1

According to the 2015 Annual Report on Sexual Assault in the Military, released by the DOD, when 3 percent of bystanders observed a high risk situation for sexual assault, 88 percent of the three intervened. The report stated that "responses included things like stepping in to separate people involved in the situation, asking the person at risk if they needed help and telling someone in authority about the situation." The percentages suggest that "approximately 16,000 service members took some kind of action to prevent what they thought might have been a situation at risk for sexual assault," according to the report.

In a correspondence to Airmen and DOD team members at the Complex, AEDC Commander Col. Rodney Todaro said, "I am

a big believer in this initiative and I ask that you give it an honest chance."

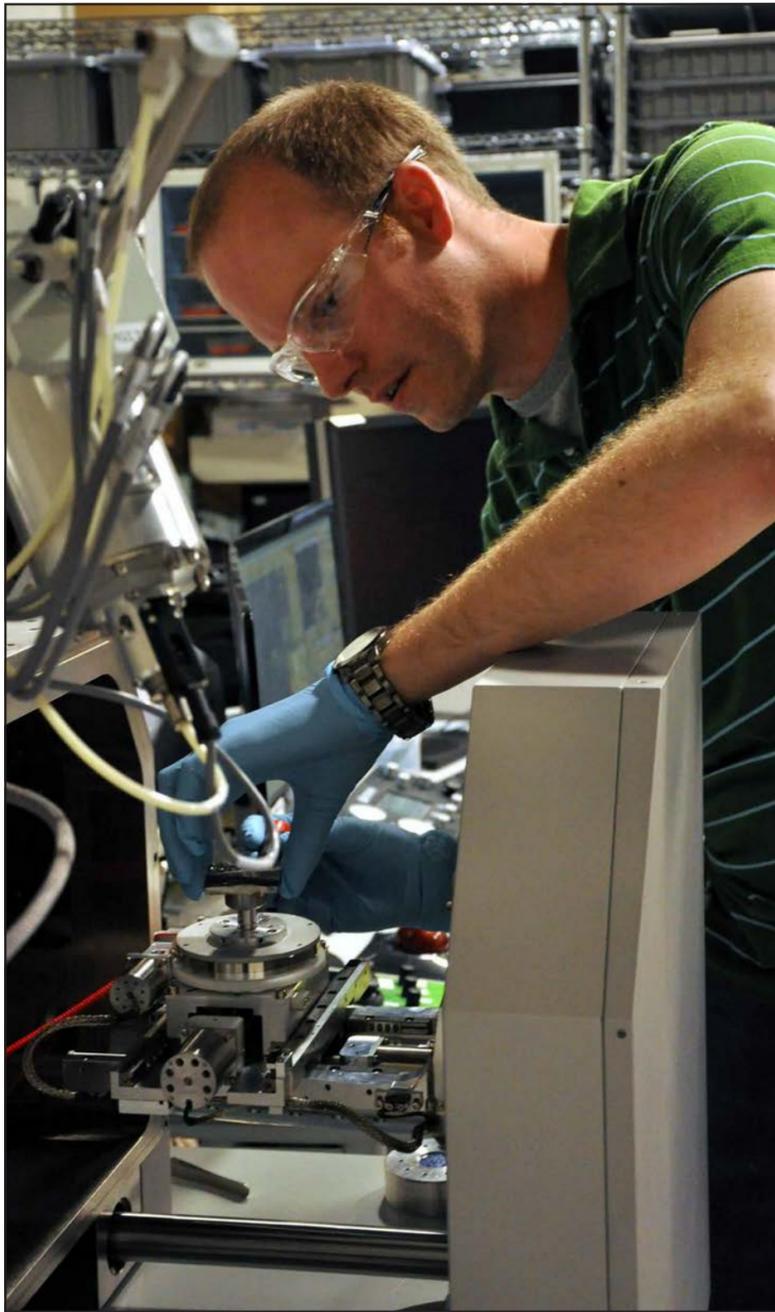
Smith wants Green Dot training participants to understand their involvement is vital.

"Green Dot training is important because it reinforces the possibility each individual can contribute to changing the culture on our installation and community," he said. "As a Green Dot implementer or victim advocate we can teach the concepts of prevention until we are blue in the face. It is the 'unexpected messenger' of violence prevention that makes the message resonate with others. All we ask is that everyone take a moment to reconsider what they can do to prevent power-based interpersonal violence from happening in the places we live and work."



Lee Smith, a Green Dot implementer and Emergency Management Program manager at AEDC, speaks to AEDC military and government team members Sept. 6 during a Green Dot training session about preventing violence such as sexual assault, domestic violence and stalking. The non-profit Green Dot Etcetera organization was contracted by the Air Force to train leaders and designated Airmen and DOD personnel in violence prevention tools. The training is part of an Air Force wide initiative. (U.S. Air Force photo/Holly Peterson)

# AF lab investigating microscopic crack formations, metal fatigue



Dr. Adam Pilchak, a materials research engineer with the Air Force Research Laboratory, loads a piece of a fractured titanium disk into a scanning electron microscope at Wright-Patterson Air Force Base, Ohio. By looking at the microscopic features on the fracture surface, researchers are able to determine how the crack initiated and spreads through the component to cause the failure. (U.S. Air Force photo/Michele Eaton)

By Donna Lindner  
Air Force Research  
Laboratory

**WRIGHT-PATTERSON AIR FORCE BASE, Ohio (AFNS)** – The B-52 Stratofortress is one of the oldest legacy aircraft in the Air Force. Since the 1950s, the B-52 has led the force in its dominance as the world's best; however, just as humans begin to age, so do aircraft.

Repeated loading and unloading, changes in air pressure, exposure to altitude and more, contribute to what is referred to as "metal fatigue," resulting in small, microscopic cracks in engine, wing or tail structures that can have detrimental effects on safety.

Research scientists from the metals branch of the Air Force Research Laboratory's Materials

and Manufacturing Directorate understand the critical importance of metal fatigue and aircraft safety. To better address this critical issue, they are studying the earliest stages of crack formation in turbine engine materials in order to alleviate cracks leading to unexpected fatigue failure. Greater understanding of crack origins leads to more effective aircraft inspection procedures, wherein maintenance teams are able to determine metal fatigue at an earlier stage and mitigate the life-limiting effects before they become a safety problem.

"The Air Force routinely inspects engine components for cracks, but it is possible to miss microscopically small cracks with current inspection methods. We want to be confident that an undetectable crack does not grow

to failure before the next inspection," said Dr. Adam Pilchak, a research scientist in the metals branch. "Because crack growth rates can vary considerably depending on how a material is processed, it is important to understand the worst-case scenario that leads to the shortest fatigue lifetime."

Using a scanning electron microscope (SEM), Pilchak and his team are able to magnify the surfaces of fractured laboratory samples or components taken from aircraft engine surfaces up to 50,000 times to precisely determine where a crack initiated. By studying the details of the crack initiation sites and the material on which cracks form, it is possible to modify the way materials are processed, ultimately improving safety.

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## TESTING from page 1

As part of the coordinated plan, the Tunnel 9 test team is doing its part to extend the existing Mach capability of the hypervelocity wind tunnel.

"This will require advances in material technologies and a deeper physics-based understanding of the flow quality in the test cell," Marren said.

The risk reduction runs are aimed at evaluating the new test environment needed for Mach 18 prior to building a new nozzle.

John Lafferty, Tunnel 9 technical director said, "In the existing facility nozzle, we are creating the conditions we will experience at Mach 18 to determine the exact thermodynamic state of the gas to achieve the best design. Several optical diagnostic techniques not typically deployed in a major T&E (test and evaluation) facility are being operated to help prosecute the physics and calibrate the flow."

In order to achieve this, collaboration is occurring across the aerospace testing enterprise. Andrew Alexander, AEDC engineer and scientist, Jeff Bala, of NASA Langley, and Richard Kennedy, a University of Maryland student, have been working together to configure operations and analyzing data from several non-intrusive instruments.

Alexander stated that the work has been challenging, but the combined efforts have proved successful.

"Especially when considering the high number of optics in the laser system, the ps-CARS (picosecond Coherent anti-Stokes Raman Scattering)

portion of the test operated very smoothly," he said. "I was pleasantly surprised at how well the system stayed in alignment throughout the duration of the test with only minor tweaking of the optics."

George Moraru, project engineer at AEDC White Oak, agreed the test was unique for Tunnel 9, largely because of the number of non-standard diagnostic measurements.

"The successful coordination of the various test components was critical towards obtaining a complete data product that will serve as risk-reduction towards extending the maximum Tunnel 9 capability to Mach 18," he said. "Each system faced its own minor challenges, ranging from ensuring proper alignment to successful communication between the hardware and the data acquisition systems."

"However, the team of highly-capable subject matter experts from AEDC, NASA and UMD guided and guaranteed the success of this test. The team worked efficiently, both individually and collaboratively, to maximize the amount of useful data we obtained during the short test period. We have gained, and will continue to gain, significant knowledge regarding the flow quality in the test cell at conditions similar to what we expect to achieve at Mach 17-18. At the end of the day, the data product is giving us confidence towards moving forward with the new capability."

Marren noted engineers and researchers have been working towards achieving higher Mach capability for

decades now, and coincidentally it was one of AEDC's very own that helped lead the effort.

"The fascinating part of all this is that today's measurements and the ability to go to Mach 18 is rooted almost 25 years ago when two young engineers, one being current Tunnel 9 Tech Director John Lafferty, took a data set that at the time they didn't have the sophisticated tools to analyze sufficiently. They did, however, publish their results conclusions and hypothesis anyway," he said. "That original data set, and a few others along the way, served to form a foundation and hypothesis that others, including researchers at NASA, picked up and with modern tools and techniques, unlocked some of the physics-challenges required to get to Mach 18."

Lafferty added even in the 1990s the objective was the same: to provide the maximum Mach number possible. But at that time, the tools were not adequate to provide a complete understanding of the flow physics.

"Now with modern computational fluid dynamic simulations and modern diagnostics I believe we will be able to provide new maximum Mach number test capability that is needed to support advanced hypersonic system development," he said. "Although we still face many challenges the recent testing goes a long way toward verifying the design assumptions and answering many of the open questions regarding the state of the flow from 25 years ago."

## September is National Preparedness Month

**We prepare every day. Take steps to prepare yourself and your family for emergencies.**

- BE INFORMED** about emergencies likely in your area. Sign up for local alerts, download the FEMA app, and monitor the news and weather.
- MAKE A PLAN** about where to go and how you'll communicate with your family in an emergency.
- BUILD A KIT** or have supplies on hand that you'll need to live independently for several days. Include food, water, and medicine for your family and pets.
- TAKE ACTION** and help others prepare in your community.

Visit [READY.GOV/MYPLAN](http://READY.GOV/MYPLAN)

Ad Council Ready

# AFMC promotes managing anger campaign

By Air Force Materiel Command Health and Wellness Team

**WRIGHT-PATERSON AIR FORCE BASE, Ohio** – During the fall months, Air Force Materiel Command will promote its managing anger campaign. Managing anger is the process of learning to recognize signs that you're becoming angry, and taking action to calm down and deal with the situation in a positive way.

Anger is a natural emotion felt by everyone from time to time, and can be felt when we are frustrated, hurt, annoyed, or disappointed. Anger can help or hurt you depending on how you react to it. Sometimes anger can be used as positive energy: to help you exercise harder, work faster and accomplish more. Other times, anger can be harmful to yourself and those around you.

It is the behavior that follows anger that often gets people into trouble. When driving, reacting to being cut off in traffic by provoking an altercation with the other driver can get you into trouble. Screaming at an airport ticket agent because of a flight delay can lead to trouble. These destructive forms of anger

can generate everything from hurtful comments to outbursts of violence to health problems. And while you can't always control your feelings, your behavior and reactions when angry are something you can learn to control and express constructively.

There are warning signs that show you need help controlling your anger. These warning signs include:

- Frequent arguments with your partner, children or co-workers that escalate frustrations;
- Physical violence, such as hitting your partner or children or starting fights;
- Frightening or out-of-control behavior, such as breaking things or driving recklessly; and,
- Constant cynical, irritated, impatient, critical or hostile feelings.

The first step in learning to manage your anger is to know when you are angry. Learn to recognize the physical sensations and behaviors that precede your anger, such as muscle tension, clenched fists, increased heart rate, sweating or flushing, shallow and rapid breathing, knots in stomach, trembling and headache. Knowing these early warning signs of anger will give you a few



## U.S. Air Force graphic

moments to react before you have an emotional outburst or impulsive negative action.

Once you have identified the physical sensations and behaviors that occur in response to an anger-provoking event, you can develop strategies to effectively manage it. These strategies can be used to stop the escalation of anger before you lose control and experience negative consequences. Try one of these anger management strategies next time you realize you're getting angry:

- Remove yourself from the source of anger. If you cannot leave because you are watching the children, walk into an

- other room.
- Calm yourself down when you begin to feel upset. Sit down and breathe slowly, until you feel as though you can speak clearly.
- Talk yourself out of anger. When you sense your anger warning signs such as fast pulse, knots in stomach, tell yourself "OK, relax" or "Stop, I'm getting angry."

Support services available for the AFMC workforce on managing anger include professional counseling, classes, and educational materials. Professional counseling services are available through the Employee Assistance Pro-

gram and Military One-

Source. Civilian employees may contact the Employee Assistance Program for free, confidential counseling services at (800) 222-0364 or visit the EAP website

Military members and their families can use Military OneSource. For more information, call (800)

342-9647 or visit [www.militaryonesource.mil](http://www.militaryonesource.mil)

Classes on managing anger are offered by the Family Advocacy Program. Contact your installation FAP for the class schedule.

For more information about managing anger education materials, visit [www.AFMCwellness.com](http://www.AFMCwellness.com).

## AF LAB from page 4

"Our team is using a novel methodology in SEM to quantify, non-destructively, the cracking mechanisms during early stages of fatigue. The information from these characterizations can help reduce sustain-

ment costs and improve fleet readiness, without compromising safety," said Vikas Sinha, a materials scientist in the metals branch.

Pilchak and his team presented their research during the International

Metallographic Contest at Microscopy and Microanalysis 2016, where they were awarded first place for research in electron microscopy as well as the Jacquet-Lucas Award for excellence in metallography.

"Studying fatigue in a controlled laboratory setting can really help determine the root cause of a failure in the field," Pilchak said. "Ultimately, understanding how cracks initiate and grow can save lives."



# WWII aviator returns to Guam after 71 years, gets unexpected surprise

By Staff Sgt. Benjamin Gonsier  
36th Wing Public Affairs

**ANDERSEN AIR FORCE BASE, Guam (AFNS)** – The year was 1945 during the tail end of World War II. The sound of roaring aircraft engines and boots on the ground filled the air, raising decibel levels to resounding heights.

For Rowland Ball, now 91, the sounds became familiar and today serve as a nostalgic reminder of his time as a B-29 Superfortress navigator.

When he was an officer in the U.S. Army Air Corps, Ball once called Guam home, flying 27 missions out of Northfield, which is now known as Andersen Air Force Base.

“I was in Guam for about six months and left as the war ended,” Ball said. “During my time, we flew two types of missions: daytime strategic formation flights, where we would bomb factories and other assets, and night flights, which were missions where we bombed our adversaries.”

Ball has many memories of Guam, which he was able to recall in vivid detail despite the lengthy passage of time. The challenges he and his crew faced tested their courage and willpower to a breaking point as they faced unimaginable turmoil and anguish.

“We lost so many good men,” he recounted, with tears in his eyes. “I don’t have many fond memories.”

“My crew almost perished during a mission over the city of Gifu (in Japan), where we were shot up so badly, bailing out of the plane seemed like the only option,” he continued. “Why we did not

die that day, I will never know.”

That 18-hour mission was the most frightening. With bad intelligence, mechanical issues and constant enemy bombardment, death was at his crew’s doorstep. After bombing Gifu, the plane was in such critical condition, they decided to bailout over the Pacific Ocean. Ball was to be the first to jump, but after looking down at the ocean, he asked his team to rethink the situation. After weighing which course of action would have the greatest chance of survival, they decided to fly the aircraft back to Guam or die trying.

The condition of the plane was dire. Preceding their bombing of Gifu, a mechanical error hindered their ability to drop bombs on their targets on time. Also, an explosion in the bomb bay should have destroyed the whole plane. While all of this was occurring, they still had to avoid enemy fire, much of which was inches away from damaging crucial equipment. Despite the problems, the team stuck together and flew back to Guam.

The war ended soon after the crew’s successful return from bombing Gifu, and Ball was on his way back to the U.S. after a few more non-combat missions.

After leaving Guam in 1945, Ball never thought he would receive the opportunity to see it again. As a surprise, his wife bought him and a few family members plane tickets to the small Pacific island. After reaching out to base leadership, the family received a warm welcome and an unexpected opportunity of a lifetime while touring the base.

**Just like he remem-**



Rowland Ball, top row, second from the left, with his crewmembers (Courtesy photo)

## bered

During 1945, the flightline was full of excitement and action, with an assortment of planes taking off every minute. Fast forward 71 years, the name of the airfield may have changed but air operations remain.

The flightline has never skipped a beat, staying just as active as Ball remembered it. He was able to gaze upon the generation of bombers that followed the B-29. In an unprecedented moment, the B-52 Stratofortress, B-1B Lancer and B-2 Spirit were all present in front of him. He said he had never fathomed the opportunity to see one of the bombers up close, let alone all three at once.

“It’s mind-boggling the type of equipment we have now,” he said. “The technical advantages have come a long way since my time. I remember having to look up at the stars to navigate, but now there is this amazing equipment that makes navigating much easier and efficient. It’s a differ-



Rowland Ball, a World War II veteran, shares a story with Airmen during a visit to Andersen Air Force Base, Guam. Ball was a B-29 Superfortress navigator who flew in 27 missions out of Guam. During his visit to Andersen AFB, he received the unique opportunity to see the bombers that arrived after the B-29: the B-52 Stratofortress, B-1B Lancer and B-2 Spirit. (U.S. Air Force photo/Staff Sgt. Benjamin Gonsier)

ent world altogether.”

What astonished him the most was the amount of damage a B-52, B-1 or B-2 can inflict on an adversary compared to multiple B-29s.

Those who accompanied Ball were also able to share their experiences with him as they guided him through the airfield he could only reminisce about.

“Showing him the aspects of the airfield that stayed the same and pointing out what has changed or been added was an exhilarating experience,” said Lt. Col. Kevin Kippie, the 36th Operations Support Squadron commander. “To be able to show our base and flightline to somebody who forged this theater and gave us our freedom is something to be remembered.”

## Past and present aviators

After visiting a few more areas on the airfield and seeing what had changed with his own two eyes, Ball had the chance to share his stories with present-day aviators.

“He shared many combat stories with us, but also talked about the ingenuity and creativity his crew displayed during a trying time,” Kippie said. “What our generation of Airmen can learn from someone who has been to war is courage. His message, that he reiterated multiple times, was how it took a team working together

to get to a target. Sometimes sorties didn’t go as planned, but they stuck together to accomplish the task at hand as a team.”

His message spoke to more than just aviators, but to maintainers, engineers, cooks and other support staff. Ball showed appreciation to each organization, as he knew just how important they were to the war effort.

“Even though someone he knew died every day, after every sortie, these men still found the courage to take off,” Kippie said. “What we take for granted these days is their sacrifice. I’ve flown around 60 combat sorties and I don’t know anyone who has been shot down. This is something we train for, but it’s not in the forefront of our minds when we are flying combat sorties. We have not had that type of experience, so it was jaw-dropping listening to him talk about it.”

Despite long days, hectic missions, the loss and turmoil his crew faced, there were some lighter moments he shared.

“The cooks would give us three sandwiches for an 18-hour mission. I had to decide how I would eat them. Should I eat two before a bomb run or after? Would I even be alive to eat the sandwich I saved,” Ball said as he took a brief pause to let the audience laugh.

“One time, ice cream was included in our meal.

Now why would they give us ice cream of all things? So, during that mission, we decided to fly at a higher altitude than normal, to keep it frozen,” he continued. “Unfortunately, by the time we completed our mission, the ice cream was unsalvageable.”

After Ball finished sharing his experiences, he received a standing ovation. As he bid farewell to the Airmen, they all lined up to shake his hand. The sound of Velcro soon followed, as he was presented multiple squadron patches in appreciation of everything he stood for and accomplished.

“It was remarkable speaking to these young Airmen,” Ball said. “These planes have become so technologically advanced throughout the years. It is astonishing what they have to learn and the amount of studying that needs to take place to fly these behemoths. They will lead America into the future.”

As his visit ended, Ball, who was never at a loss for words, was speechless. Emotional and grateful, the only word he could muster was “thanks.”

“Thank you people for allowing my family and I to have the opportunity to see this place,” he said. “You have all been so nice and wonderful. I thought I might be able to see a plane, but this was something else. This visit has made my life and I will remember this forever.”



# Air Force, Army planners find ways to see greater jump in airdrops

By Sean Kimmons  
Air Force News Service

**POPE ARMY AIRFIELD, N.C. (AFNS)** – An arriving C-130 Hercules taxis to a large hangar where about 60 Army paratroopers wait to board. Lugging about 100 pounds of gear, the Soldiers quickly line up and load into the aircraft as its four idling engines blow hot gusts over the tarmac.

Minutes later, the plane is flying at 150 mph and the paratroopers jump, being whisked away in a rush of fresh air during the routine training mission -- one of hundreds held each year at Pope Army Airfield. The C-130, a requested aircraft from Little Rock Air Force Base, Arkansas, then heads back to the hangar for another run.

While short lived, these airdrops are meticulously prepared months ahead by dozens of Air Force and Army planners. Their goal: to get Airmen and Soldiers primed to rapidly respond to urgent combat or humanitarian efforts.

Before aircrews can fly and paratroopers can jump, several obstacles lay in wait.

“No plan survives first contact whether that’s with the enemy, maintenance, weather, aircrew sickness (or) jumper rigging issues,” said Lt. Col. Jimmy Fuller, who heads the 18th Air Force’s combat operations division at Scott Air Force Base, Illinois.

“We fix a lot of problems that come up to keep aircraft flying,” he continued. “We just can’t predict all of them.”

Fuller and other planners create backup plans and posture forces to hedge most issues in providing effective training. But it doesn’t stop there.

Ongoing work by the Air Force and Army have filled training schedules by streamlining the Joint Airborne/Air Transportability Training (JA/ATT) program, an online system used by military units to request air support.

Last year, planners from both services also designed an evolving two-year outlook for joint training to maximize time and funds. And just before that, quarterly symposiums were started so organizers from Air Mobility Command (in charge of the 18th AF), the Army’s



Soldiers from the 82nd Airborne Division board a C-130 Hercules at Pope Army Airfield, N.C. Ongoing work by the Air Force and Army have filled training schedules by streamlining the Joint Airborne/Air Transportability Training program, an online system used by military units to request air support. (U.S. Air Force photo/Master Sgt. Brian Ferguson)

XVIII Airborne Corps and its 82nd Airborne Division could meet face-to-face to shape major training events.

Since then, Air Force sorties have soared to bolster the 82nd Airborne and its global response force, a battalion-sized unit capable of deploying within 18 hours. As the

Air Force’s largest partner for airdrops, the Army division had about 50,300 parachute jumps in fiscal year 2015. Planners expect to surpass that number by over 30 percent this fiscal year, which would be the most jumps in four years.

“The chute count is higher now than it was a year ago and we’re go-

ing to continue to build on that,” Lt. Gen. Sam Cox, the 18th AF commander, said from the command’s headquarters at Scott AFB.

Cox was invited to sit on the Army Airborne Board, a newly formed group that oversees Army airborne operations. Having an Airman on the board, he said, has allowed Army leaders to thoroughly discuss certain topics, like how to decrease spacing between C-17 Globemaster IIIs to drop more paratroopers in less time.

“Things like that where an Air Force voice might matter helps them understand the right way of looking at it,” he said. “That is just an extension of the collaboration that we’ve been doing over the course of the last year to try to increase strategic relationships.”

As a result, he added, “Our joint integrated operational capability is better now than it has been in at least a decade.”

#### Drilling down

Each month, AMC organizers handle about 150 air support requests within the JA/ATT system.

“The purpose of it is to try to make sure that it’s not only cost effective but it’s training effective and it’s joint,” Fuller said of the program.

Often, more requests than available aircraft come in.

“You will very rarely have a unit that will say, ‘Well, we’re just not going do that.’ There are normally reasons why they can’t do things,” Fuller said. But “there’s some flexibility that can happen to still get training accomplished.”

In the Army, air support requests trickle in from individual units to division-level planners, before being pushed to AMC planners who’ll validate and post them online to Air Force wings.

Army Maj. Travis Stellfox, who arranges airdrop operations for the 82nd Airborne, consolidates requests from across the division, the military’s largest parachute force with roughly 19,000 troops.

“It’s sort of like a work request program,” he said. “We put our request into the system and then the people who will fill the request, in this case the Air Force, volunteer to per-

form that service for us.”

At the division’s 1st Brigade Combat Team, Army Staff Sgt. Adam Rauls compiles a training “wish list” from the brigade’s six battalions, as part of setting up an airborne timeline to acquire transportation along with parachutes, food and other logistics.

“People who normally jump ... they really don’t see our side of it,” Rauls said. “There’s a lot more to it.”

Requests are typically given to Rauls about 90 days out and he’ll submit them to Stellfox up at the division. In them, Army planners try to give wiggle room on dates and keep Air Force training requirements in mind. They’ll even toss in night missions or heavy platforms and bundles, which they call “candy,” to entice wings to support them.

“We try to get some of their training objectives in there,” Rauls said. “We’ve made a lot better effort of that than we used to do.”

Once division leaders approve the requests, Stellfox sends them off to the Air Force.

“I’m on the phone with someone from the Air Force almost daily,” he said from the 82nd Airborne headquarters at Fort Bragg. “That partnership has been something that really has made a difference in getting Air Force flight crews, load crews and Army paratroopers trained and ready to fight.”

#### Air support

After Air Force planners validate the requests, they can be viewed by Air Force wings aiming to knock out training for both services in one fell swoop.

“Increasing the ability to marry the training is one of the reasons why we have the online system,” said Fuller, the 18th AF planner. “We’re making sure that we’re utilizing the assets effectively.”

Once a mission is picked up, a team of planners from all units involved is formed. An order to execute the mission is then published and handed off to the local level or, if a larger mission, the 618th Tanker Airlift Control Center, which tracks the sorties of more than 1,300 mobility aircraft.

# Malmstrom Tests Minuteman III missile with launch from Vandenberg

By Carla Pampe  
Air Force Global Strike  
Command Public Affairs

**BARKSDALE AIR FORCE BASE, La.** – A team of Air Force Global Strike Command Airmen from the 341st Missile Wing at Malmstrom Air Force Base, Montana, launched an unarmed Minuteman III intercontinental ballistic missile equipped with a test reentry vehicle Sept. 5 at 2:10 a.m. Pacific Daylight Time from Vandenberg Air Force Base, California.

The ICBM's reentry vehicle, which contained a telemetry package used for operational testing, traveled approximately 4,200 miles to the Kwajalein Atoll in the Marshall Islands. Test launches verify the accuracy and reliability of the ICBM weapon sys-

tem, providing valuable data to ensure a continued safe, secure and effective nuclear deterrent.

"I can't say enough great things about the partners I share this mission set with," Col. Craig Ramsey, 576th Flight Test Squadron commander, said. "The men and women from the 341st Missile Wing Task Force, the Airmen from my squadron, and our host unit here at Vandenberg made this look easy, but it was anything but that. To put all of this together for an on-time launch following an enormous re-configuration of range assets that took six months to complete...it's simply a testament to the dedication and professionalism of these proud organizations. I'm proud to play a small part in it."

Malmstrom AFB is one

of three missile bases with crew members standing alert 24 hours a day, year-round, overseeing the nation's ICBM alert forces.

"I'm extremely proud of the 21 maintainers and operators from the 341st Missile Wing Task Force who worked flawlessly alongside the professionals from the 576 FLTS to make this mission a success," Lt. Col. Ron Clough, Task Force commander, said. "An effort on this scale, and the enormous insights it gives to force readiness, continue to showcase the Minuteman III as the world's premier deterrence and assurance capability."

The ICBM community, including the Department of Defense, the Department of Energy, and U.S. Strategic Command uses data collected from test launches for continuing



An unarmed Minuteman III intercontinental ballistic missile launches during an operational test at 2:10 a.m. Pacific Daylight Time Monday, Sept. 5, at Vandenberg Air Force Base, Calif. (U.S. Air Force photo by Michael Peterson)

force development evaluation. The ICBM test launch program demonstrates the operational credibil-

ity of the Minuteman III and ensures the United States' ability to maintain a strong, credible nuclear

deterrent as a key element of U.S. national security and the security of U.S. allies and partners.

## AIRDROPS from page 8

The wing flying the mission typically pays for the flights with its own training dollars. "It's basically free airdrop support," said retired Lt. Col. Dan Schultz, the center's combat delivery director.

Since wings can only support about two-thirds of requests, Air Force planners ask users to avoid duplicating missions that may bog down the JA/ATT system or merge them in order to stretch funds.

This move has helped the average number of requests on the system drop from 180 to 150 per month compared to five years

ago, said Schultz, adding that military budget cuts have also played a role.

Recent Air Force-Army collaboration also led to battalion mass tactical weeks that expand real-world training for aircrews and paratroopers. During the latest one in mid-July, six C-130 and C-17 aircraft made almost 100 passes above Fort Bragg, airdropping over 4,700 paratroopers, six howitzer artillery combos, two Humvees and several other pieces of heavy equipment and cargo.

**'Skin in the game'**

Planning gets more

complicated in larger multinational exercises, such as Swift Response, which had 10 nations training together in Europe earlier this summer.

Air Force planners had to coordinate country clearances, fuel, maintenance, landing areas and other tasks to let six C-17s airdrop hundreds of 82nd Airborne paratroopers overseas.

"I always joke with the young planners that it's harder to do an exercise than it is to do real world," Fuller said, "because I have to do everything I would do real world and

then I have to do all the overhead to make the exercise happen as well."

The flight over the Atlantic Ocean and other missions during the month-long exercise offered Airmen, like Capt. J.R. Wendler, a C-17 evaluator pilot, realistic drills to practice global response force tactics.

"That was phenomenal training as far as the C-17 pilots are concerned because it allows us to take off in a large formation," said Wendler, who's assigned to the 16th Airlift Squadron at Joint Base Charleston, South Caro-

lina.

Swift Response challenged aircrews to put some "skin in the game" by requiring their aircraft to obtain a significant 60,000 to 80,000 pounds of fuel as they moved the paratroopers across the pond, Wendler said. Low-level flying and airdrops in formation were also needed.

"If any of the pilots messed one of those things up it would have led to a mission failure," he said.

While training is vital to mission success, operational duties may trump some chances to do it.

"We get used in a lot of different ways," Wendler said. "This iron is usually flying downrange doing forward base supply."

Future planning and flexibility on each side, Fuller said, looks to free up those training opportunities.

"There are difficult decisions that have to be made all the time," he said. "I can't give everybody an aisle or window seat. Some people have to sit in the middle. But we do the best that we can to make sure that everybody has the airlift that they need."

## ARNOLD AFB COMMISSARY

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Follow Us

# AEDC Woman's Club presents Dawn & Nash at October meeting

By Barbara McGuire  
AEDC Woman's Club

The AEDC Woman's Club will hold their next meeting Oct. 4 at the Arnold Lakeside Center.

Dawn & Nash, from Nashville, will provide musical entertainment.

What do you get when you cross Island Music, Hippie Jam and Gypsy Pop genres together? The sonic styling of Dawn & Nash. It's chemistry and harmony, a real life love story.

A country singer from the west coast (Seattle) met a gypsy soul from the great north (Quebec, Canada) in Nashville 10 years ago at a friend's house for some co-writing. They wrote a song, then another, then another. They've been working on telling their story through songs ever since.

Dawn and Nash mar-

ried six years ago. People who see them live say "Unique, refreshing, inspiring...every time I see them they make me happy and the love just bounces off of them."

True love is possible. To see for yourself, catch the next show.

Table donations from the October meeting will go to the Shepherd's House of Tullahoma. Additional donations, such as clothing, may be accepted for Room in the Inn of Nashville for the homeless. The donations will be delivered by Dawn & Nash.

The Motlow Ladies Philanthropic Society received table donations from the September meeting where author and television writer April Kelly spoke and gave away three of her books.

The October meeting is open to the public and provides the opportunity to



AEDC Woman's Club members pause for a photo with guest speaker April Kelly, an author and television writer, during the Sept. 6 meeting. Pictured left to right are Anne Wonder, Mary Frances Cardosi, Kelly, Emily Cunningham, Joyce Mathis and Jimmie Lou Smith. (Courtesy photo)

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 beginning 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.

# Every Airman plays a role in suicide prevention

By J.D. Levite  
Air Force Surgeon  
General Public Affairs

**FALLS CHURCH, Va. (AFNS)** – The Air Force is determined to prevent suicide, but an Airman doesn't need to be a specialist or doctor to do that. Sometimes all it takes is starting a conversation. Everyone has a role to play. That's a key part of the Defense Department's #BeThere campaign,

which encourages making a difference through every day connections.

"We're sending the message that it's OK to have problems and it's OK to talk about them. Having problems and talking about them with people you work with openly is a sign of strength, not weakness," said Maj. Joel Foster, chief of Air Force Deployment Health who supports the suicide prevention program

with annual training. "The fact that everyone can intervene is part of the messaging we're trying to promote. Every Airman is a censor."

He said Airmen should look out for certain red flags, like changes in mood or behavior, substance abuse, indications of problems at home or domestic violence. Problems like these can lead to thoughts of suicide, but a person is only going to notice if they're paying atten-

tion.

For this reason, supervisors, commanders, first sergeants, and peers need to get to know their Airmen more personally because they're the ones Airmen should feel comfortable turning to for help.

"Supervisors and commanders really need to get involved with their Airmen and get to know them personally so they can identify when things are not going

well," Foster said. "They can see subtle changes in their behavior, and in their personality and in their work productivity, so they can intervene early and help that Airman get the tools and the right resources that they need."

Commanders have a huge role to play in preventing suicides because they have such a large amount of influence, Foster said.

"They have the influ-

ence to create an environment that is conducive to help-seeking behavior, to promoting a healthy lifestyle and encouraging a sense of balance in life," Foster said. "If we have all of those factors operating, then Airmen will feel a sense of connectedness. They'll have a strong support system to buffer against the stressors of life."

See AIRMAN, page 11

# October 2016

Sunday Monday Tuesday Wednesday Thursday Friday Saturday

Information subject to change. Please call to verify.  
 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

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|--|--|--|--|---|--|--|--|
| <b>ODR Winter Hours begin Oct 1</b><br>Tue, Thu, Fri, Sat, & Sun 10am-5pm<br>Closed Mon & Wed  |  |  |  | Café 100<br>Sausage Pizza Day<br>Sausage Pizza<br>\$1.50 per slice  |  | ALC<br>Dining Room Hours<br>Thu 5-8pm Fri 5-9pm<br>Sat NO open dining<br>Sat available for special functions only  |  |
| 9  |  | 10 Columbus Day<br>Café 100 Closed<br>Fitness Center 8am-4pm |  | 11 Café 100<br>National Frappe Day<br>Any flavor Frappuccino \$3  |  | 12 Fitness Center<br><b>5-Card Draw Run/Walk</b><br><b>Oct 12</b><br>complete trail anytime 8am-4pm and pick up five sealed cards<br>Top three hands of the day win prizes |  |
| 13   |  | 14   |  | 15 Arnold Golf Course<br><b>Club Championship</b><br>2-day Stroke Play<br>8am \$40 Sign up by Oct 14  |  | 16 Day 2   |  |
| 17   |  | 18   |  | 19  |  | 20 ALC Brushes & Bottles \$25 GLC 6pm Sign up by Oct 14<br>Happy Fall  |  |
| 21   |  | 22   |  | 23  |  | 24   |  |
| 25   |  | 26   |  | 27  |  | 28 ALC Trivia 6:30pm   |  |
| 29   |  | 30   |  | 31  |  | Fitness Center<br><b>Kettlebell Class</b><br>Tuesdays and Thursdays 11-11:45am for eligible users  |  |
| New Prices and Policies at ODR   |  |  |  | Be sure to get the latest Outdoor Rec brochure (dated 6 Sep 2016) with updated prices and policies. Call 454-6084 to ask about specifics and make reservations. |  |  |  |
| 29 <b>Fright Fest</b><br>Arnold Golf Course 6-10pm Open to Public<br>Spooky trail, kids' games, costume contest, food, and outdoor movie (Goosebumps, PG)<br>Watch for more details!<br>I SEE BRAVE PEOPLE<br>#bravethetrail |  |  |  |   |  |  |  |

### AIRMAN from page 10

There are already a number of resources for Airmen in need, such as Wingman Online or Military One Source, and the Air Force is introducing new initiatives all the time. For example, Airmen always have access to mental health clinics on base when they need help. Plus, they can always find military and family life consultants at Airman and Family Readiness Centers. Something new the Air Force is doing is embedding military and family life consultants directly into the squadrons. MFLCs don't replace mental health or medical services, but they do provide access to a short-term counseling service. Airmen with embedded MFLCs will have increased access to this service at the point where

they need it. "We're decreasing the barriers, decreasing the stigma, increasing availability and increasing the use of services," Foster said. "They know the culture of the squadron they're a part of and that makes it easier for Airmen to trust them and feel like they can go to them." He said by catching things early or referring Airmen to the appropriate care at the right time, MFLCs could help Airmen in all four areas of Air Force resilience by keeping them physically, emotionally, psychologically and spiritually fit. "The bottom line here is if you have your life well-ordered, and you are engaged in all four domains of Airmen fitness, suicide is not something you would resort to," he

said. The Air Force is also collaborating with chaplains, who have 100 percent confidentiality when Airmen need someone to talk to about the troubles they're facing. Foster said they're working with the chief of chaplains to give chaplains the tools to enhance their ability to assess suicidal risk. "We're hoping to give them the tools to be more effective in evaluating the level of risk of Airmen," Foster said. "Then they can use that information to inform Airmen about the next steps to take and what they need to do to get the right services." Foster said recent studies have shown when one person commits suicide it can impact up to 100 other people that they knew and worked with, and eventu-

ally those numbers can impact productivity and readiness. If one suicide can impact that many people, then it's important for an organization, like the Air Force, that values its people, to develop concrete ways to prevent it. "Every Airman matters and every single Airman has a role to play and makes a difference," Foster said. Airmen should think about all the different

ways they can #BeThere for friends, family, fellow service members, and veterans. Other helpful resources are the Wingman Toolkit and the National Suicide Hotline at 1-800-273-8255.

# Casteel hits first hole-in-one

By Emily Howell  
 Arnold Services Office

It was a very exciting day for Bud Casteel Sept. 3 at the Arnold Golf Course Fall Open, a two-day tournament.

Casteel shot a score of 81, just one less than his age of 82, highlighted by a hole-in-one. This was his first hole-in-one.

Casteel said, "I felt like I hit a good shot."

The shot was witnessed by Bill Thacker, Eric Day and Greg Casteel.

Bud is one of our oldest members and has been a member of Arnold Golf Course for many years. He even has a tournament named after him called the "Bud-Up."



Bud Casteel hits his first hole-in-one at the Arnold Golf Course Fall Open Sept. 3. (Courtesy photo/Emily Howell)

