



HIGH MACH

Serving the World's Premier Flight Simulation Test Center



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Largest engine undergoing testing at AEDC's C2 test cell

By Philip Lorenz III
Aerospace Testing Alliance

A test recently conducted in AEDC's Aero-propulsion Systems Test Facility C2 test cell on a Rolls-Royce Trent XWB (Extra Wide Body) engine set a new record at the world's largest and most advanced flight simulation facilities located in middle Tennessee.

According to Rolls-Royce officials and those conducting the test, the Trent XWB is not only the largest engine under development to date by the company, but it is also one of the largest engines tested at AEDC.

Tom Schmidt, ATA project manager on the test, said, "I believe this is the largest commercial engine that we've tested, with a fan diameter of 118 inches."

The Rolls-Royce Trent XWB, a developmental engine, was at AEDC for simulated altitude performance and operability testing. Once certified as operational, the massive engine will power the Airbus A350 XWB, a "family" of long-range, wide-body jet airliners.

The XWB designation specifically describes the aircraft family's wide fuselage and not the engine.

Andrew Fist, AEDC Turbine Engine Ground Test Complex project manager on the test, said, "We're performing a full suite of performance and operability testing, and helping Rolls-Royce prepare for certification testing for this engine family."

"AEDC offers an opportunity for the commercial aviation industry to evaluate their engines in an environment that's very different from flight test. You can put more instrumentation on an engine when you're doing a simulated altitude test. You can vary the conditions with more control than when you do a flight test."

"One of the other challenges in flight testing

is that it's very difficult to measure in-flight thrust, whereas we have a methodology and facilities that provide that high accuracy for the customer."

Fist said that commercial aviation customers are keenly focused on thrust and specific fuel consumption data, which is "the heart of performance testing, and is critical in this extremely competitive industry."

He said the primary focus of operability testing on the Rolls-Royce Trent XWB engine is to evaluate the limits of safe operation of the engine under a variety of stressing flight and engine conditions.

Fist acknowledged that the ongoing project has been challenging, particularly the operational phase of testing.

"We've excelled at being dynamic with changing conditions in the plant or the engine," he said. "Every test that we do out here relies on a lot of moving pieces and both Aerospace Testing Alliance and the customer, Rolls-Royce, have been extremely dynamic in making those determinations on how to move forward."

Fist drew a contrast between the two types of engine test facilities available at AEDC and the difference in challenges presented.

"When you perform a test at a sea level facility, the primary focus is just the engine," he said. "There's not a large amount of infrastructure around the engine that you have to be concerned about."

"When you're testing an engine at an altitude test facility, there's a lot of unique issues that need to be addressed. For instance, when we calculate thrust, the values in the scale on a thrust stand are just one part of the total equation. We're also producing pressures in front

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From left, Aerospace Testing Alliance outside machinists Darryl Haddon and Garry Sudberry inspect the Rolls-Royce Trent XWB engine between simulated altitude performance and operability test runs in AEDC's C2 test cell. The engine is the largest power plant ever tested at AEDC. (Photo by Rick Goodfriend)

Local organizations to host annual National Engineer Week events

By Philip Lorenz III
Aerospace Testing Alliance

This year's celebration of National Engineers' Week will take place Feb. 21-23. Local area activities will include a student design competition, an engineer-for-a-day program and a banquet. These activities are sponsored by the Tullahoma chapter of the Tennessee Society of Professional Engineers (TSPE), the Highland Rim chapter of the American Society of Mechanical Engineers (ASME), the local Tennessee chapter of the International Test and Evaluation Association (ITEA) and the Tennessee section of the American Institute of Aero-

nautics and Astronautics (AIAA).

The theme for National Engineers' Week this year is "7,000,000,000 people, 7 billion dreams, and 7 billion chances for engineers to turn ideas into reality."

National Engineers' Week kicks off with the Math Counts competition Feb. 11 at the Manchester/Coffee County Conference Center with Richard Dix, a retired AEDC engineer, hosting the event. The student design competition will

National Engineers' Week events

- Feb. 11 – Math Counts competition
- Feb. 21 – Student Design Competition
- Feb. 22 – Engineer for a Day
- Feb. 23 – National Engineers' Week banquet

grades 10, 11 and 12 compete on two-person teams to design, build and compete with their design against other teams. They will not know what they will be asked to design until they arrive at the competition. The teams will be given kits with identical materials and will have about an hour and a half in the morning to design, build and test. After lunch, the teams will

take place Feb. 21 at the Hands-On Science Center in Tullahoma. High school students in

compete with their designs against each other. Prizes will be awarded to the top three scoring teams. Total participation is limited to 25 teams and four per school. The engineer-for-a-day program is also geared towards high school students, generally juniors and seniors. On Feb. 22, the students will tour AEDC, have a pizza lunch and then go with a mentor to observe engineers at work. After lunch, some students will stay at AEDC, and others will go to companies in the local area.

The National Engineers' Week banquet will be held Feb. 23 at the Manchester/

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AEDC's Peggy Gray knows the time is right to retire



By Philip Lorenz III
Aerospace Testing Alliance

After a career spanning more than 30 years, Peggy Gray, AEDC's deputy director of financial management (FM) and comptroller, said the time for her to retire has arrived.

Gray's decision didn't come without some soul searching, but in the end the answer came to her quietly but clearly, just like life-altering decisions have come to her throughout a long and rewarding career.

"My husband retired in April 2010 and is thoroughly enjoying retirement," she said. "I want to be like Bill. It's time for somebody else to have the opportunity [at AEDC]. I have a lot of interests outside of here."

Gray said she feels a mixture of humble appreciation and pride in what she has been able to accomplish both personally and professionally while at AEDC.

In 1978, Gray came to AEDC as a secretary, with a high school diploma and

From right, Kris Hughes, project engineer with AEDC's Test Systems Division/Investment Branch, briefs Peggy Gray on the desiccant dryer system for the Engine Test Facility during the ongoing Turbine-Engine Dry Air Capability (TEDAC) project on base. Gray, who is AEDC's deputy director of financial management and comptroller, will retire at the end of the month. She said over the years she has made a concerted effort to keep up with AEDC's testing facilities and infrastructure to understand how the taxpayer's money is used and to advocate for future funding. (Photo by Rick Goodfriend)

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HIGH MACH

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An Air Force Materiel Command Test Center

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The center's vision: AEDC as the test center of choice, the workplace of choice for our people and a model of environmental excellence.



Core Values

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



Vision

"ATA will be a trusted partner in delivering best value warfighter support and assert stewardship to AEDC"

Core Values

- Be accountable for our own actions
- Ensure the safety of individuals and equipment
- Demonstrate the highest integrity and ethical standards
- Communicate clearly and openly
- Deliver professional and technical excellence
- Nurture, enable and treat people fairly
- Align with customer goals and objectives
 - Use disciplined and innovative processes
- Continually improve in all that we do

AFMC commander emphasizes continuing education

By **Gen. Donald Hoffman**
AFMC Commander

WRIGHT-PATTERSON AIR FORCE BASE, Ohio – AFMC Warriors,

Building upon the success of the 2011 "Year of the Community College of the Air Force" (YoCCAF), AFMC will continue the initiative for 2012 and beginning this month will launch into the "Year of Continuing Education" (YoCE).

Continuing education benefits all us – officer, enlisted, and Air Force civilians – at every point in our careers. Effective Airmen and Air Force ci-

vilians continue to learn throughout their careers. This year, I challenge each of you to take the next step in your personal intellectual pursuits, whether that means progressing towards your undergraduate or graduate degree, a certification, professional military education, or other developmental goal.

YoCE will employ a flexible approach, offering resources and tools to assist everyone in reaching their goals. We have established a YoCE website and Facebook page with information targeted to help you meet your specific educa-



Hoffman

tional goals, and facilitate awareness of the programs currently available.

Last year we surpassed our goal which was to increase CCAF degrees by 10 percent. This year we are continuing that goal to

achieve another 10 percent plus opening the aperture to include enlisted, officers, and Air Force civilians already possessing a CCAF or bachelor's degree to work towards an advanced degree or certification. I am confident with concerted effort we will see great strides in total workforce education.

Our Air Force and nation continue to face great challenges and considerable fiscal constraints; however, education will help us overcome challenges by fostering mission efficiency and effectiveness ideas, advance energy

conservation, and promote resource innovations.

Make 2012 your individual Year of Continuing Education. Evaluate where you are today, determine your next educational milestone and reach it. Challenge yourself; stay current, relevant, and ready. Henry Ford said, "Whether you think you can, or you think you can't, you're right." I encourage you to prepare for the challenges to come. You will benefit, AFMC will be strengthened, and the Air Force will continue to be the world's best Air, Space, and Cyberspace force.

National Engineers Week – why math counts

By **Philip Lorenz III**
Aerospace Testing Alliance

As a journalist, my professional need for math is relatively limited, especially with some of the newest computational tools that are available.

And trust me, my math skills are limited. My father was a physicist and astronomer and my sister has a doctorate in geology and is a college science professor. I didn't inherit the family's math and science genes.

It is part of my job to interview engineers about a test on a turbine engine in a test cell or aircraft model in a wind tunnel and write an article on these topics in a way that a layman can grasp, without a dictionary, calculator and engineering degree.

As a public affairs technical writer at the world's largest complex of flight simulation testing facilities, I rely on the experts to help me make sense of what goes on here.

I fully appreciate the importance of mastering engineering, especially as so many U.S. corporations seem to be outsourcing jobs requiring technical skills to countries like China and India.

My engineering colleagues at AEDC acknowledge that only a very limited number of young people in the U.S. will seek engineering degrees, let alone pursue it as a career.

So, where are AEDC's future engineers and technicians going to come from? Who will be available to conduct testing on future space and weapons systems for the nation?

The answer is you have

to start with math.

National Engineers Week will take place Feb. 21-23, but will kick off with a MATHCOUNTS competition Feb. 11 at the Manchester/Coffee County Conference Center with Richard Dix, a retired AEDC engineer, hosting the event.

I was especially curious about MATHCOUNTS, how it fits into the bigger picture for National Engineers Week and the engineering profession in general.

Harry Clark, a facility integration manager for information technology in XPR, is the Tennessee State Coordinator for MATHCOUNTS.

He described math as a "problem solving tool" necessary for young people to master before they can actually consider a science-oriented career. Clark explained that the annual MATHCOUNTS competition is aimed at middle school students and engages them in a challenging and fun way to solve three sets of increasingly difficult problems. In the first set, the "mathletes" must solve 30 problems in 40 minutes without the aid of a calculator.

My head is already in pain just thinking about solving some quadratic equation veiled in a convoluted-sounding word problem, especially without a calculator and sneaking a call to an engineer on my cell phone.

Let me put it this way, my wife and I are raising a 16-year-old grandson whose constant refrain is "I hate Algebra Two." We have our work cut out for us.

The theme for National Engineers Week this year is "7,000,000,000 people, 7 billion dreams, and 7 billion chances for engineers to turn ideas into reality."

I really love this theme, but if I tried to turn some of my ideas for an invention into reality, I'd be struggling, because I never did master mathematics. So, I am not among the seven billion in this scenario.

Even if you are not interested in science, math or engineering, it pays to support our educational system and help young people become competent in the basics. Better yet, it also pays huge dividends to encourage those secondary students who are drawn to math to take it as far as possible.

Otherwise, we would never have had the expertise at AEDC for more than 60 years who tested everything from the Apollo spacecraft to the F-35 Joint Strike Fighter and helped turn complex concepts into reality.

By expertise, I mean people, men and women, who turned their passion for math and science from ideas into realities.

Which brings me back to the question, where are all of AEDC's future engineers going to come from?

The answer is it starts with every one of us by supporting math and science education. Yes, math does count and, as Harry Clark says, "It's fun."

To learn more about Engineer's Week events and how you can help promote math and science, as either a mentor or in other ways, contact Harry Clark at 931-454-4495.

It's election season, but what does that mean to me?

By **Frank Turner**
AEDC Paralegal

Now that the campaign trail is heating up, it is important to know exactly what actions are, and more importantly, aren't permissible. For active duty Air Force members, AFI 51-902 is the governing directive. Compliance with the directive is mandatory and failure to do so is a violation of Article 92, Failure to Obey a Lawful Regulation, which is punishable under the Uniform Code of Military Justice. The Hatch Act, 5 U.S.C. 7321 – 7326, addresses political activities for DoD civilian employees. Failure to comply with the Hatch Act could result in removal. Contractors should consult with their respective union representatives/human resource advisors regarding their political activities and any potential restrictions.

While the following certainly aren't all-inclusive of the do's and don'ts that pertain to both military members and civilian employees, they represent some of the common restrictions that pertain to both classes of employees:

Military members/DoD civilian employees may not do the following:

- Use official authority or influence to interfere with an election, to affect its course or outcome, to solicit votes for a particular candidate or issue, or to require or solicit political contributions from others.

- Engage in political activity while on duty/or in a government workplace.

- Engage in political activity while using a government vehicle.

- Wear political buttons on duty or while in uniform.

- At this point, you may feel you've lost all your initiative and rights regarding the political process. Despair not, as the following are permitted activities for both military members/DoD civilian employees:

- Register and vote as they choose.

- Make monetary contributions to political organizations.

- Attend political meetings or rallies as a spectator when not in uniform.

- If participating in our political process is important to you, make sure you observe all the restrictions that apply to you based upon your status and participate in the electoral process with confidence. Please contact the AEDC legal office at extension 7814 should you have any questions or need further assistance.

454-3600

The AEDC Information Line is available for ATA employees to get the latest information on a wide variety of emergency circumstances that could impact base operations or driving conditions.



Smoking Policy

1. The following revised AEDC smoking policy is effective immediately. Smoking is permitted solely in designated areas identified by a plastic "smoke genie." This receptacle is for the sole purpose of cigarette butt disposal. If there is no receptacle, you cannot smoke 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. In case of inclement or cold weather, employees are encouraged to use their personal vehicles if a sheltered designated smoking area is not available nearby. 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 AEDC web portal at https://lpapro.arnold.af.mil/PORTALimages/Smoking_area_map.pdf. 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.

Regarding use of smokeless tobacco, 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. Smokeless is strictly prohibited in conference room meetings and other areas, e.g. PMEL, where Air Force regulations specifically prohibit.

Due to the nature, appearance, and safety concerns of electronic cigarettes (also known as "e-cigs"), they are considered to be in the same category of tobacco products whose use is governed by Air Force Instruction (AFI) 40-102, Tobacco Use in the Air Force. Therefore, all rules stated above for tobacco products apply to electronic cigarettes.

2. Supervisors at every level will ensure this policy is followed. Disciplinary action is appropriate for repeated violations.

3. Updates to this policy will be made in the future to further align with Air Force guidelines.

4. This letter supersedes previous letter dated 28 October 2006, subject as above.

Action Line

Team AEDC

I believe in free and open communications with our Team AEDC employees, and that's why we have the Action Line available. People can use the Action Line to clear up rumors, ask questions, suggest ideas on improvements, enter complaints or get other issues off their chests. They can access the Action Line in one of three ways: via the AEDC intranet home page, Action Line boxes at the base cafeterias 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. Michael Brewer
AEDC Commander

AEDC to again participate in Relay

By Shawn Jacobs
Aerospace Testing Alliance

Plans are already being made for the 2012 Relay for Life, and AEDC Commander Col. Michael Brewer has approved AEDC's participation in the fundraiser for the American Cancer Society, according to Dee Wolfe, education and training specialist at AEDC and coordinator of the base's involvement in the event.

This year, the Relay will be held May 18-19 at a new location, the Coffee County Administrative Complex in Manchester on Highway 55. The previous events were held at the Coffee County Fairgrounds.

Relay for Life consists of teams of people camping out and taking turns walking or running around a track. Each team is asked to have a representative on the track at all times during the event.

"When I arrived in October 2008, AEDC as a whole didn't know what Relay for Life was all about," Wolfe said. "I told my story of my battle with thyroid cancer and asked AEDC [employees] to come out and support me and the American Cancer Society by joining a team at Relay for Life."

"In 2009, two AEDC teams showed their support and raised more than \$6,000. In 2010, AEDC raised more than \$10,000, and last year our teams raised almost \$8,000 for cancer research."

Wolfe said her life has been touched by cancer since she first told her story at AEDC.

"My Dad found out he had prostate cancer and went through treatment in 2009," she said. "Then in September 2010, I was once again told I had cancer and had surgery to remove it in October. Relay has meant a lot to me

and my family since we first got involved in 2007, but each year it comes to mean more as cancer affects my family and me."

Relay starts at 6 p.m. Friday and ends at 6 a.m. Saturday. All team members do not have to be at the event the entire night. Wolfe said there will again be two AEDC teams represented this year: her team, "Remember," and the Department of Defense (DOD) Finance team, "Coins 4 a Cure."

Anyone needing more information about Relay or interested in joining a team may contact Dee Wolfe at dee.wolfe@arnold.af.mil or (931) 454-4313, Shawn Wolfe at shawn.wolfe@arnold.af.mil or (931) 454-7732 or Heather Fair at heather.fair@arnold.af.mil or (931) 454-4339. Individuals may also register online at www.relayforlife.org/coffeetn.

Today last day to donate for Red Cross blood drive

Today is the last day to donate blood to the American Red Cross on base.

The American Red Cross is set up at the Auditorium (Building 452) from 11 a.m.-3 p.m. today. Employees may donate during work hours, subject to supervisory approval.

All blood types are needed, but there is greater need for Type O.

Type O is used in trauma cases where there is no time to cross-match blood types and it is the most common type of transfused to newborns. Locally,

patients need 800 pints a day.

If you have any further questions, please call Leslie Myers RN, BSN at the Dispensary, extension 5387 or 5385.

To be eligible to donate you must be healthy, at least 17 years old, weigh at least 110 pounds, and not have given whole blood in the past 56 days or a double red cell in the last 112 days. There is no upper age limit. You may not give blood if you have received any notification asking you not to donate. Please bring ID or your donor card.

OPSEC, AF core values vital in social media

MAXWELL AIR FORCE BASE, Ala. (AFNS) – While Airmen are encouraged to tell the Air Force story, they should be mindful to do so in ways that lend credit to themselves and the service, officials said.

With the emergence of social media, information sharing has changed in unprecedented ways. It continues to be dynamic and evolving.

Now a cultural norm around the globe, social media is part of the daily activities of Airmen and their families, who use social media sites to stay connected.

The Air Force has specific guidance related to social media.

In particular, Airmen should remember to heed both operational security and Air Force core values as they exercise the privilege of accessing social media, officials said.

"A helpful reminder for Airmen is to use our core values as a filter before engaging in a public forum," said Col. Steve Clutter, the Air Education and Training Command public affairs director. "Core values will guide them to be cautious before crossing the line between funny and distasteful, or sharing good information without creating an OPSEC violation. We must reinforce to our Airmen to use good judgment when using social media sites as there may be consequences with what is posted."

Careless use of social media can jeopardize the mission. An OPSEC violation was detailed in an article written by Airman 1st Class Precious Yett, with the 502nd Air Base Wing OL-B Public Affairs at Joint Base San Antonio, Texas.

"I had a situation with a member who was deployed downrange in support of Operation Iraqi Freedom," said Tech. Sgt. Darrell Williams, the 902nd Security Forces Squadron Military Working Dog section NCO in charge. "I logged onto Facebook one morning and noticed he had checked-in to his search pit on the base."

"He wasn't thinking that by doing so, he's broadcasting the grid coordinates to a strategic lo-

cation on base via an unsecured medium," Williams said. "Anyone with hostile intentions could have utilized those coordinates to not only locate an entry point into the installation but target those who work there. Additionally, the deployed member had posted what equipment was currently in use and identified these pieces of equipment by name."

Williams said he immediately sent the Airman a Facebook message and reminded him of operational and communication security procedures.

The post was deleted, but with the information already online, the damage could have already been done.

The Air Force pamphlet "Social Media and the Air Force," produced by the Air Force Public Affairs Agency Emerging Technology Division, states, "Airmen should note that anytime they engage in social media, they are representing the Air Force and therefore should not do anything that will discredit themselves or the Air Force."

It goes on to say, "Airmen must abide by certain restrictions to ensure good order and discipline. All Airmen are on duty 24 hours a day, 365 days a year and all actions are subject to the Uniform Code of Military Justice. Even if Airmen state they are not representing the Air Force, other audiences may not interpret the information that way."

Officials advise Airmen to be careful of the details, text, photos and video posted to profiles on MySpace and Facebook and other social networks. Employers and adversaries can search these sites, and there are numerous examples of people losing a job due to their inappropriate photos or comments.

"Airmen, by the nature of the business, are always on the record and must always represent the core values, even on the Web: integrity first, service before self and excellence in all that is done," the pamphlet stated.

View the pamphlet "New Media and the Air Force" at <http://www.af.mil/shared/media/document/AFD-090406-036.pdf>.

(Courtesy of Air University Public Affairs.)

Giving back to the community



ATA presented checks to two community charitable organizations recently. In the top photo, Cynthia Northcutt, a representative for the ATA Employee and Community Activities Committee (E&CAC), presents a check to Citizens for Homeless Relief, Inc. (Shepherd's House) in Tullahoma Jan. 3. Accepting the donation is Tina Holman, director of Shepherd's House. In the bottom photo, ATA Deputy General Manager Phil Stich presents a check from E&CAC to Karen Copeland, corporate donation chairwoman for the Tullahoma High School Project Graduation Committee Jan. 13. (Photos provided)



Supervisor Resource Center now available online

By Mandy Smith-Nethercott
Air Force Materiel Command Manpower, Personnel and Services

WRIGHT-PATTERSON AIR FORCE BASE, Ohio – The Supervisor Resource Center, a virtual clearinghouse of resources that provides helpful online tools and information for new and seasoned supervisors and employees, is now available online through the Air Force Portal.

The Supervisor Resource Center features a blend of human capital management information and leadership development resources, including a variety of online tools such as courses, books, videos, simulations, exercises and more. The SRC is a virtual site targeted to the needs of supervisors and provides a direct link to register for the mandatory first-time supervisory training.

It also offers access to learning programs based on the Air Force institutional competencies, and a process to help supervisors guide the development of employees interested in a supervisory career path.

The SRC can be accessed via the Air Force Portal by first clicking on the 'Life and Career' tab along the top of the homepage. Within this tab's pull-down menu, click on 'Force Development.' Once on the Force Development page, click on the 'Supervisor Resource Center' tab located along the page's left-hand side.

Once there, users will find a variety of useful links to resources for both supervisors and employees, including:

- SkillSoft's BusinessPro Course and Simulations collection, which provides a library of more than 940 e-learning courses, simulations, and learning objects to help supervisors develop their leadership and management competencies. It offers a quick and engaging way to learn about a variety of topics like giving and receiving feedback, coaching, mentoring, communicating, listening and more;

- SkillSoft's Books 24x7 BusinessPro services, a resource that delivers an online library of the latest publications from best-selling authors covering leadership, business and general management topics. Books are searchable by topics and can be read in their entirety or scanned for applicable content;

- Leadership Nuggets which are short videos intended to elicit key knowledge from Air Force leaders – both past and present. Leaders share their personal experiences and wisdom not found in books that help develop leadership and supervisory skills; and,

- Leadership Knowledge Center which offers immediate access to comprehensive reference materials, topical spotlights refreshed on a monthly basis, and ongoing automatic content updates, facilitating both on-the-job learning and more formal instruction.

Additionally, the following online tools can be accessed from the Leadership Knowledge Center:

- Business Impact and Challenge Series is a set of concise, scenario-based vignettes and interactive case studies focused on

problem discovery and analysis;

- Practice Zone and Labs include simulations designed to meet the needs of different learners;

- Learning Roadmaps provide a set of courses and aids with specific focus areas such as building improved working relationships, leading the workforce generation, giving effective presentations and effective use of feedback; and,

- Books 24x7 and Skills Courses.

The SRC also features OPAL, a user-friendly search engine of personnel-related topics to enhance employee performance. It allows employees to receive just-in-time coaching and expert guidance on handling work situations and developing important leadership competencies.

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seven years of work experience at a small retail business and with the state.

The road from secretary to her current position was neither straight nor easy, but she has no complaints.

Gray said her career path has been a serendipitous journey, one that has included pleasant surprises and happy accidents. However, she knows this is not the best path for others to take.

Looking back on the path she took to get to her current position, Gray expressed amazement at what she has accomplished and gratitude for all the support she has had along the way.

Gray's most significant personal milestone occurred in 1978 when a co-worker and friend she had known for 20 years, and the lady's mother, who also worked at AEDC, introduced Peggy to a shy young man. That man is her husband, Bill Gray, who was a project engineer in the Engine Test Facility at the time and retired as AEDC's technical director in the test directorate in 2010.

After AEDC's first support contractor Arnold Research Organization (ARO), split into three different organizations, Peggy seized on an opportunity to take an Air Force civilian secretarial position on base.

It was at this point she acknowledged the desire to seek a different career path and Bill encouraged her to return to college.

"He suggested that I go back to school and so I started at Motlow," she said, recalling how an interest in learning more about computers, the latest technology to impact office workers at the time, had arrived at AEDC.

She also took all of the

accounting and other business-related courses and it soon became apparent that an undergraduate degree in business administration made the most sense.

"It took me about 13 years to get my bachelor's degree because I went at night," she said. In the near-term, her studies qualified her for an entry-level, but lower grade position as a financial management specialist at AEDC.

As her career progressed, Gray said she and her Air Force engineering colleagues saw the need for the financial management (FM) team to have some idea what the taxpayer's dollars were funding. That way FM could effectively articulate to their counterparts at headquarters how the money would be used to fulfill the mission.

"Ed Strassler, who retired from the Air Force as an officer and then a civilian, recognized the importance of financial people understanding requirements when trying to get funding," Gray said. "If something broke, Ed would call me and take me out to the facilities to climb around in big pipes and over stuff to actually see and understand the requirements.

"We had a need for a desiccant dryer to dry air to meet conditions in test cells. Ed explained that desiccant is what you find when you open a can of coffee. He said it is a little pack of crystals that look like giant salt crystals."

Gray added, "I still have a little bowl of desiccant crystals Ed brought to me. Once folks – non-engineers – up the chain feel like they can understand and articulate a requirement, they typically become an

advocate. If they don't understand, they are not likely to argue for funding."

By 2004, armed with a bachelor's and master's degree in business administration, Gray became AEDC's deputy of FM. Since then, she has worked with an annual budget of approximately \$400 million.

Looking back on her career, Gray said, "Other than meeting and marrying Bill, I am most proud of developing a succession plan for FM which I believe has resulted in FM being a much stronger organization. We have provided folks with a personal development plan giving them guidance on education, training and career opportunities that will help each one attain their individual goals."

Jeff Ross, AEDC's acting chief of financial management analysis, has known Gray for years.

"The job Peggy does is so important because it involves leading a team of financial specialists in the safeguarding and appropriate use of limited taxpayer dollars," he said. "She has been very successful in recruiting and training a crop of young, motivated, highly talented folks who will fill the ranks

in the FM community as the older staff reach retirement age. Thanks in large part to Peggy's hard work, AEDC will have excellent financial management and oversight for many years to come."

Gray said retirement will allow her busy pace of life to continue.

"For me it's retirement from the government, but it's just graduating into a whole other phase – there are so many things I want to do and learn and play," she



Peggy Gray, AEDC's deputy director of financial management (FM) and comptroller, is shown here taking her first art class on stained glass, one of many creative endeavors she hopes to pursue upon her retirement Feb. 1. (Photo provided)

said. "I'm starting a stained glass class this week; I want to learn to paint, I want to learn how to do jewelry, I think I would like to try mosaics, just whatever comes along, just something to express creativity,

try and find some creativity and just have fun at it."

Regarding retiring from AEDC, Gray said, "It's very bittersweet. You know you spend more time with the people at work than you do your family, so they

become a family to you. I'm hoping that they will come and visit me and we can do some craft stuff and just have a little bit of fun. But I'll never forget them, ever."

ENGINE from page 1

of and behind the engine that need to be factored into our calculations.

"Overall, I think our project team has done a great job in preparing for this test. Rolls-Royce's engineers have a good sense for what to expect and what is different."

Fist spoke about how Rolls-Royce will use the data derived from the engine testing.

"In the near-term, this engine family is currently going through its development program, so they're looking at the performance of this engine versus the other engines in that initial fleet of test articles," he said. "Looking down the road, they'll use this data to calibrate performance models and that gives them

a more accurate picture of the product that they're ultimately selling to an airframe manufacturer. They'll be able to predict fuel efficiency the engine will have as it gets more and more use. And that's something that we've looked at very carefully in our testing here."

Fist said data derived from the ground testing at AEDC will be used to help validate mathematical models of the engine and to guide the power plant's continued development.

Overall, this process takes several years and will lead to flight testing, certification and production.

"This is a very special engine to Rolls-Royce and they expect it to continue testing back in Derby at

a later time," Fist said. "Completing the development of a new engine requires a lot of testing in a number of facilities, and I'm really proud that AEDC and the project team are able to provide these services to the industry."

Tom Schmidt, the ATA project manager on the test, said "AEDC and Rolls-Royce have a very long and strong relationship. I've been involved with testing two other members of the Trent family of engines at AEDC (Trent 900 and Trent 1000) and it's always been a pleasure working with Rolls-Royce. In every instance, we've worked well as a team on every level to achieve a common goal."

ENGINEERS from page 1

Coffee County Conference Center. Winners of the student design competition will be guests at the banquet as will students who take part in the engineer-for-a-day program.

The guest speaker will be Rogers Starr, the president of Jacobs Technology, and his topic will be "Engineering - A Team Sport."

Tickets for the banquet will be \$30 per person and will be on sale from Monday, Jan. 23, 2012 through Friday, Feb. 17,

2012. They can be purchased from Will Kissel (454-7127), John Jordan (454-4335), or Paul Kelly (454-6542).

Starr is a member of the AIAA and of the National Society of Professional Engineers where he held several offices.

He was an NSPE Congressional Fellow serving in the office of Congressman Albert Gore Jr. He is the author of more than 15 journal articles and conference papers and 12

technical reports. He received his master's degree in mechanical engineering from the University of Tennessee (1967) and a bachelor's degree in aerospace engineering from Georgia Institute of Technology (1966).

For additional information, contact AEDC's Paul Kelly, Tullahoma TSPE chapter member and chairman for the Engineers' Week activities, at (931) 454-6542 or call Harry Clark at (931) 454-4495.

AFPERS video tutorials now online

By Tech. Sgt. Steve Grever

Air Force Materiel Command Manpower, Personnel and Services

RANDOLPH AIR FORCE BASE, Texas (AFNS) – Air Force officials have created four video tutorials, or vodcasts, to educate people on some of the capabilities and features available on the Air Force Personnel Services, or AFPERS, website.

A team of Air Force personnelists and contractors collaborated on the vodcasts to teach active duty Air Force, Guard, Reserve and civilian Airmen about the basic functions of AFPERS, where to access it, how to create an account and what to do if a user

identification or password is forgotten.

“We are using video tutorials as a way to provide awareness and information to our members on personnel services,” said Mary McAfee, the Air National Guard’s personnel services delivery strategy chief. “These products will help ensure our Airmen are aware of the AFPERS website because it is our total force source for personnel information and services.”

Future video tutorials being proposed include educating Airmen about the AFPERS civilian homep-

age, addressing the top five issues received by the Total Force Service Center, and how the website can help answer other frequently asked questions or inquiries about personnel processes.

The video tutorials are available on the Air Force Portal under the Life and Careers tab under Careers and on the AFPC public website at http://www.afpc.af.mil/afpers_vodcasts/index.asp. These products can also be redistributed on other Air Force websites to further help raise awareness and educate Airmen about online personnel services.

Air Force maintenance icon dies

By Danny Monahan

377th Air Base Wing Public Affairs

KIRTLAND AIR FORCE BASE, N.M. (AFNS) – Retired Lt. Gen. Leo Marquez died Dec. 30 in Albuquerque, N.M., at age 79.

Throughout his 33-year career, Marquez is credited with revolutionizing the maintenance and logistics career field.

“In my many encounters with General Leo Marquez, he always lived up to his reputation as being one of those guys who just comes right at the issue,” said Col. Walter Lindsley, the 498th Nuclear Systems Wing commander. “You could tell as you spoke with him that he was weighing your words, and he was thinking about the issues, and you were about to benefit from his sage advice.

“He was a man of action, a fighter, a patriot,” Lindsley continued. “He loved the maintenance and logistics community, the Air Force and his country.”

Today, an Air Force award bears his name. The Lieutenant General Leo Marquez Award recognizes military and civil service aircraft, munitions and missile maintenance personnel who perform hands-on maintenance or manage a maintenance function.

“He is and will always be an icon in the maintenance and logistics community because of his ability to see the problem and cut right to the issue,” said Lindsley, a Lieutenant General Leo Marquez Award recipient. “He’s responsible for the Air Force Combat Ammunition Center, our world-class munitions school, and had a hand in the very badge maintainers wear

above their left pocket. We have an award named after him that is coveted by maintainers at all levels. His is a lasting legacy and a reminder of the difference one person can make.”

The AFCOMAC building at Beale AFB, Calif., was dedicated as the “Marquez Academic Hall” in his honor in 2011.

Marquez is also credited for being instrumental in keeping Kirtland AFB operational after it had been placed on the Base Realignment and Closure Commission list in 1995. That year, the Kirtland AFB Retention Task Force said that without his time and professional expertise, the effort to keep Kirtland AFB from closing would not have been possible.

Marquez was born in Peralta, N.M., in 1932 and graduated from Belen High School in 1949. He entered the Air Force as a second lieutenant in November 1954 when he earned a commission through the Air Force Reserve Officer Training Corps upon graduation from New Mexico State University. In 1978, NMSU named Marquez a distinguished alumnus.

Early in his Air Force career, he was an interceptor pilot, flying F-86s and F-102s. In 1962, Marquez became a maintenance officer and served in a variety of maintenance roles throughout the rest of his career, including as the maintenance control officer for the 3rd Tactical Fighter Wing in Vietnam; the logistics project officer in the Directorate of Maintenance Engineering, Office of the Deputy Chief of Staff, Lo-



Marquez

gistics; and as the director of maintenance engineering and supply, Office of the Deputy Chief of Staff, Systems and Logistics.

In August 1983, he was promoted to lieutenant general and became the deputy chief of staff for logistics and engineering at Headquarters U.S. Air Force, Washington, D.C., where he remained until his retirement in 1987.

Marquez’s military decorations and awards include the Distinguished Service Medal, Legion of Merit with oak leaf cluster, Bronze Star Medal, Meritorious Service Medal and Air Force Commendation Medal with oak leaf cluster. He was selected as Air Force Logistics Command Systems Manager of the year in 1974. In 1977, Marquez was the recipient of the Air Force Association’s Executive Management Award. In 2003 he was awarded the Logistics Officer Association Lifetime Achievement Award.

Upon his retirement from the Air Force, Marquez stayed active in New Mexico military affairs, serving on the Kirtland Partnership Committee and the New Mexico Military Base Planning Commission.

AEDC continues important role in America's space program

By Shawn Jacobs
Aerospace Testing Alliance

Next week's 2012 Tennessee Space Week (TSW) (Jan. 22-28) will provide students an opportunity to learn of Tennessee's contribution to space exploration and, more specifically, the impact of AEDC on the U.S. space program.

A proud legacy

AEDC provides essential testing for the nation's ongoing space programs just as it did in the early years of space exploration for programs such as projects Mercury, Gemini and Apollo. The successful final flight of the Space Shuttle last year was, in large part, a result of testing at AEDC, at shuttle speeds from liftoff to Mach 1.5 in the center's 16-foot Transonic Wind Tunnel (16T). AEDC played a key role in the "Return to Flight" after the breakup of Columbia on re-entry in February 2003. Foam impact testing – for the effects of foam hitting the solid rocket booster – was also conducted in the AEDC Ballistic Impact Range S-3.

"Over the history of the space program, we've pretty much touched anything that's gone to, through, from or in space in some manner or fashion, anywhere from propulsion systems and the rockets that put them up there," Jim Burns, AEDC's space test lead, said. "[That includes] the aerodynamics on the payload fairings, the separations of those systems to make sure that they can safely separate on orbit, the materials that are used in spacecraft, the on-board control systems [and] the sensor systems. If it's been in or around space, it's probably been through AEDC at some point in its life."

AEDC played a key role in keeping the Titan IV, America's only expendable, heavy-lift launch vehicle, from being grounded by performing qualification testing of a new Stage II engine. AEDC has also tested the RL-10 engine variants which power the Delta IV and Atlas V Evolved Expendable Launch Vehicles. Additionally, AEDC tested the ability of both Titan and Delta payload fairings to safely separate after passing through the atmosphere following launch.

The NASA/European Space Agency (ESA) Cassini mission to Saturn deployed a probe to Saturn's moon, Titan, to assess the moon's environment. The Huygens probe deployed

a parachute for its descent. Drag data was acquired in 16T on a model of the Huygens probe.

In another NASA/ESA joint venture, an Infrared Sub-millimeter Telescope mirror was calibrated in the AEDC 10V sensor calibration chamber to support sky-mapping efforts.

AEDC also supported development of technologies on several NASA space probes and experiments. The protective nose tip material for the Galileo Space Probe that sampled Jupiter's atmosphere in 1995 was evaluated by launching scale models at 11,000 mph down the AEDC 1,000-foot-long G-Range.

The center began supporting the development of the International Space Station (ISS) in 1992 by testing a hatch for the station to help determine its ability to survive the extreme cold and hot temperatures of space. The 2-pound, 53-inch-square hatch underwent thermal/vacuum testing in AEDC's 12-foot vacuum chamber (12V). A year later, a viewing cupola for the ISS was brought to AEDC, where it was covered in blankets, fitted throughout with heaters and then placed in a space chamber, where it was subjected to temperatures as low as -300 degrees Fahrenheit.

Deployment of structures in space after launch presents another considerable design challenge. AEDC tested solar panels for the NASA Wilkinson Microwave Anisotropy Probe (WMAP) to determine if the panels would deploy properly in space. AEDC officials routinely discuss potential investigations supporting development of NASA missions.

A relevant present

AEDC has supported NASA in Tennessee and at its two remote operating locations – the Hypervelocity Wind Tunnel 9 Facility in Silver Spring, Md., and the National Full-Scale Aerodynamic Complex at Moffett Field, Calif., – making numerous contributions to space exploration. Recently, all three locations have supported the development of the Mars Science Laboratory (MSL) with materials, vehicle and parachute tests.

In May 2011, NASA formally announced that the Orion crew capsule is the spacecraft that will carry humans back into deep space. Before Orion is ready for crewed missions to an asteroid or Mars, aerothermal testing



Philip Kopfinger, NASA test engineer, and Katie Carr, a NASA intern, examine a section of foam paneling of the type used on the Space Shuttle's main exterior fuel tank during liftoff. Following the breakup of Columbia during re-entry in February 2003, AEDC facilities and personnel responded to help NASA return to manned space flight. The successful final flight of the Space Shuttle last year was, in large part, a result of testing at AEDC. (Photo by David Housch)

was recently conducted at Tunnel 9 on a 4 percent scale model of the Orion capsule. The test looked at the heat-transfer rate on the heat shield of the capsule. In 2006, Tunnel 9 made use of conventional and advanced measurement techniques during the aerothermal testing of NASA's scale model of the module.

Some of the most recent testing done by Burns' group involved a long-range program dealing with electric propulsion.

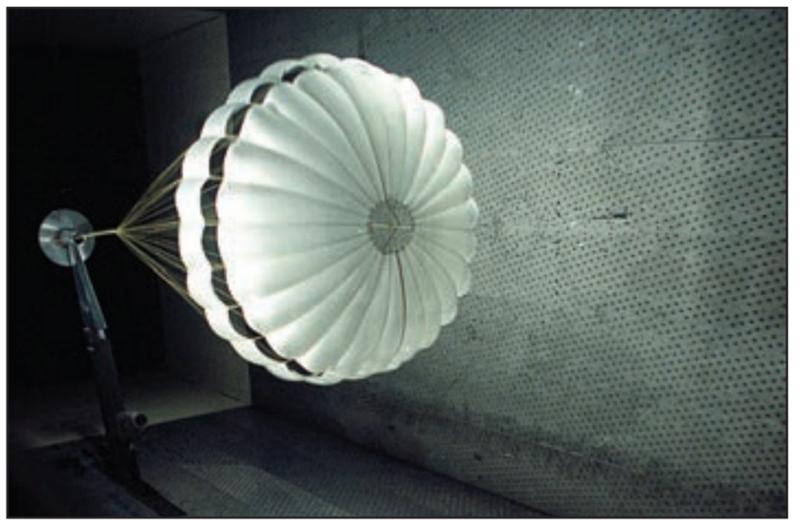
"That backed off, but it's coming back up again," Burns said. "As the cycle of things in space moves from near Earth to deep space probes, the technologies that they're pursuing changes, so now the electric propulsion world is starting to grow again and that's one of the areas we're working with."

"We're also trying to work with them [NASA] in materials and environmental efforts. The space environment is, of course, different than the terrestrial environment we're used to here on Earth, and systems have to operate in that. How do you test things for those more complex environments?"

A promising future

Even with transition in the space program and budget constraints, Burns said he believes AEDC partnership with NASA looks promising.

"Because AEDC is so diverse and space is so diverse, there are always parts that are being done at AEDC," he said. "[For example] in aerodynamics,



A European Space agency probe that landed on Titan, Saturn's largest moon on Jan. 14, 2005, was tested in 16T in 1993. The mission of the Huygens probe, named after Dutch astronomer Christian Huygens who discovered Titan in 1655, was to collect atmospheric data from Titan. The probe landed by parachute. The wind tunnel model of the probe was fitted with scaled main and pilot parachutes. The chutes were opened at speeds ranging from 350 to 1,000 mph in the wind tunnel while information was gathered on their inflation characteristics. (File photo)

you have to get through the atmosphere to get to space ... and then you have the work in space – that's going on as well. You have the whole gamut happening."

"Obviously, with the budgets we have today and looking at the future, none of us can do it alone. A partnership between us, NASA [and] the other space agencies within the U.S. – we've got to do it together because no one is going to have the whole budget for everything."

AEDC has laid the foundation for a new space test capability – the Space Threat Assessment Testbed (STAT). STAT will create a realistic space environment to perform developmental and early operational testing of space hardware for the Department of Defense

(DOD) and other agencies against natural and man-made threats. It will allow the center to do integrated system testing, training, tactics, techniques and procedures development and represents a significant step toward the development of a new national test capability.

The center can operate other facilities that contribute to the nation's space program when needed. These include vacuum chambers used to test sensors and electric propulsion thrusters; the Mark I Space Chamber, with the capability to test the operations of an entire satellite for extended periods of time; ballistic ranges used to test high-speed, high-altitude flight; arc heater facilities used to test materials for the rigors of re-entry into

Earth's atmosphere; and rocket engine test cells used to test upper-stage engines at replicated altitudes of up to 100,000 feet.

TSW is a statewide project designed to increase student interest and performance in science and mathematics through a focus on aerospace programs and accomplishments. Activities are co-sponsored by the Tennessee Education Association (TEA), the Tennessee Space Grant Consortium, Vanderbilt University and NASA.

Following the Space Shuttle Challenger tragedy, Jan. 28, 1986, TEA acted to honor the life and teaching of Christa McAuliffe, America's first teacher in space, who lost her life in the mishap. TSW is held the last full school week in January each year.

Marine F-35Bs delivered to Eglin, Warlords

By Chrissy Cuttita

96th Air Base Wing Public Affairs

EGLIN AIR FORCE BASE, Fla. – A resolution to be even more expeditionary will be met this year, now that Marines here received their first two F-35B Lightning II variants of the Defense Department's fifth generation fighter Jan. 11, 2012.

At the 33rd Fighter Wing, Marine Fighter Attack Training Squadron 501 is the home for the new aircraft where its "Warlords," pilots and maintainers, reside with a team of other professionals in preparation to deploy out anywhere in the world for the nation's defense.

"The wing gaining another variant of the F-35 marks a significant step in the stand up of the F-35 pilot and maintenance training here," said Col. Andrew Toth, the 33rd Fighter Wing commander. "The integration of the F-35B/C strike fighters will provide dominant, multi-role, fifth generation capabilities needed across the full spectrum of combat operations to deter

potential adversaries."

Marine Maj. Joseph Bachmann, the wing's first F-35 pilot ferried the first of his service's two joint strike fighter variants from Lockheed Martin headquarters in Fort Worth, Texas. Two F-18 escorts from the 2nd Marine Aircraft Wing escorted the F-35 to represent the wing the Warlords' report to for flying operations.

"The Marine Corps has to be ready to fight across the spectrum of war; a force that is most ready when the nation is least ready. The F-35B gives us the capability to do just that," said Maj. Gen. Jon M. Davis, commanding general of 2nd MAW.

With the latest addition to the fleet, the 33rd FW has a total of eight joint strike fighters with Air Force variants arriving last summer. Three distinct variants of the F-35 will replace the A-10 and F-16 for the Air Force, the F/A-18 for the Navy, the F/A-18 and AV-B Harrier for the



The Defense Department's first production F-35B Lightning II joint strike fighter soars over Destin, Fla., on its way to its new home at Eglin Air Force Base, Fla. The Marine variant of the JSF belongs to Marine Fighter Attack Squadron 501. The Marines of VMFAT-501 received two F-35Bs Jan. 11, 2012. Both aircraft were escorted in by Marine F-18 Hornets. (U.S. Air Force photo/Staff Sgt. Joely Santiago)

Marines and a variety of fighters for at least nine other countries.

"The STOVL capability of the F-35B will enable us to deploy with the Marine Air-Ground Task Force and ensure these fifth-generation capabilities are available when needed," said Lt. Col. James B. Wellons, commanding officer of VMFAT-501. "Our mission is to conduct F-35B

operations in coordination with our joint and coalition partners at Eglin AFB in order to attain our annual pilot training requirement."

Warlords, like Air Force and future Navy flying squadrons, will be qualified to operate on their service's variant of the F-35 via the certifications received at the 33rd FW's Academic Training Center. Each military branch has a separate

training chain of command at the "schoolhouse," but members are collocated to provide DOD the best environment for future joint operations.

Like their flying squadron counterparts in the 33rd FW, Warlords will honor their unit's history. The Marine fighting fleet timeline began in the 1950s with the FJ-3 Fury, continued with the F-4 Phantom

and a decade of flying F/A-18 Hornets until 1997. They reactivated and redesignated to VMFAT-501 in April 2010 keeping their squadron motto, "VINI-VICI," interpreted to read, "I came, I conquered."

The Marine squadron at Eglin is scheduled to receive five more F-35Bs this year and continue joint strike fighter maintenance with their new variant.

F-15E in Afghanistan reaches flying-hour milestone

By Tech Sgt. Vernon Cunningham

455th Air Expeditionary Wing Public Affairs

BAGRAM AIRFIELD, Afghanistan (AFNS) – In the early hours of the day, the aircraft parking ramp here was alive with activity. Checklists were run, hatches checked, bombs loaded and missions briefed, as the crew chiefs, support units, and flyers of F-15E Strike Eagle #89-0487 achieved a milestone 10,000 flying hours Jan. 13.

F-15E Strike Eagle #89-0487, or "#487" for short, was commissioned Nov. 13, 1990. It's the first F-15 of any type to reach 10,000 hours, despite being younger than many F-15A and F-15C models. During its service, the aircraft participated in operations Desert Storm, Deliberate Guard, Northern Watch, Southern Watch, Iraqi Freedom, and Enduring Freedom.

The accomplishment of flying more than 10,000 hours was shared by the entire 455th Expeditionary Aircraft Maintenance Squadron. The 455th EAMXS includes the 335th Expeditionary Aircraft Maintenance Unit and supporting units.

"It has taken more than 21 years of qualified maintenance technicians performing more than one million hours of inspections and repairs in all types of environments at home station, depot facilities, (temporary duty assignment) and (air and space expeditionary force) locations to ensure aircraft #89-0487 was available

to deploy on numerous TDYs and AEFs," Chief Master Sgt. John Parrott, the 335th EAMU superintendent said. "It also took careful, timely loading and maintenance by hundreds of weapons technicians in conjunction with countless hours of repairs and inspections performed by avionics, electrical and environmental, engine, fuels, egress and structural Airmen."

The current crew chiefs for #487 are all deployed from Seymour-Johnson AFB, N.C. They agreed that good maintenance and support were critical.

"This is the squadron flag ship," said Senior Airman Eric Rock, a 455th EAMS crew chief assigned to #487. "This accomplishment definitely shows the caliber of those before us and those who are crewing it now. They are putting the best and most motivated on the team."

The #487 crew chiefs have been working with the same aircraft for the



Capt. Ryan Bodenheimer celebrates as he and Capt. Erin Short taxi onto the runway in F-15E Strike Eagle #89-0487 before the mission that will bring its logged flying hours up to 10,000 Jan. 13, 2012, at Bagram Airfield, Afghanistan. Bodenheimer is an F-15E pilot with the 335th Expeditionary Fighter Squadron and Short is a weapons system officer with the 335th EFS. (U.S. Air Force photo/Airman 1st Class Ericka Engblom)

past year. Since arriving at Bagram Airfield, the high demand for the flag ship helped highlight the team cohesion needed to keep the aircraft mission ready.

"When we got here, it was at 8,800 hours," said Staff Sgt. Ryan Forsse, a 455th EAMS crew chief assigned to #487. "We put 1,200 hours on it in the past three months. During that time, this aircraft dropped 15 percent of all bombs deployed in our fleet. To keep it flying at that pace, it was very important to keep

the same crew on it to get to know the aircraft."

Rock said each plane has a specific personality.

"Keeping the same crew working on it allows for the technician to see trends," Rock said. "You get to know what is going on with it, what sounds normal and what works."

The crew chiefs specifically acknowledged that all of the support units were integral in reaching the 10,000 flying hours

milestone.

"When we have a problem that needs to be fixed by another shop, they come out quickly for this jet," Forsse said. "This is the squadron flag ship, so all the shops push to get this aircraft fixed, armed up and back in the air. Any time we need something, they are on it."

Lt. Col. David Moeller, the 335th Expeditionary Flying Squadron commander, is the current

weapons systems officer for #487. Moeller said he fully appreciated the impact of the work done by the F-15E #487 team.

"It's not just about the hours in the sky," Moeller said. "The maintenance ability to keep this jet flying so it may support the current fight is amazing. This is 24-hours, all-weather, operations throughout the (Operation Enduring Freedom) battlespace. Maintenance, weapons, and all support by the 455th makes this possible. It was a total team effort."

In addition to the ground support, a lot of work was done in the air for #487.

"This milestone also required skilled, proficient pilots and weapons systems officers flying more than 3,500 sorties," Parrott said. "Like the crew that dropped a GBU-10 on an Iraqi Mi24 helicopter during Operation Desert Storm."

F-15E #487 is the only one of its kind to record an air-to-air kill.

CMSAF discusses variety of top issues with Airmen

By Tech. Sgt. Randy Redman
633rd Air Base Wing Public Affairs

JOINT BASE LANGLEY-EUSTIS, Va. (AFNS) – Chief Master Sgt. of the Air Force James A. Roy addressed a capacity crowd of Airmen and civilians at the Langley Theater on Jan. 11 and covered a wide variety of key Air Force issues.

Roy spoke on topics such as training, force management programs and how the current budget will affect operations and took questions from Airmen on promotion, mentorship, retirement and commissioning programs.

“Hopefully you’ve all had a chance to hear the new defense strategy. If you haven’t, I would challenge you to go and read it,” said Roy, offering his support for the president’s recent announcement that the military will refocus its efforts on the Asia-Pacific region and cyber warfare.

Roy said there are many changes coming to how the military operates at home and abroad, and how most of these changes are driven by the current budget constraints facing the entire nation, including the \$487 billion cut to Defense spending over the next 10 years.

“Will that change the way we operate? You bet it will, but I like the way the Chief of Staff of the Air Force, General (Norton) Schwartz, says it, ‘You’ve got to understand that we are a \$100 billion Air Force, and we are the best Air Force there is.’”

As always, Roy said his highest priority is taking care of the men and women who serve in the greatest Air Force the world has ever known.

“What I’m concerned about is what education, training and experiences would be taken away from you. I’ve got to make sure we continue to develop you in such a way that you are prepared for the future,” Roy said.

Because of the current financial issues facing the Air Force, Roy said only 45 percent of the budget for travel for Enlisted Professional Military Education is currently funded.

Additionally, Col. Stewart Price, Air Education and Training’s Barnes Center commander, recently announced that travel for senior leaders to attend EPME graduations for their personnel has been permanently suspended. These changes are only the beginning of how EPME will transform in the coming years.

“One of the things that we are trying to do is what I call EPME Next. You will hear more about that soon, but what I will



Chief Master Sgt. of the Air Force James Roy speaks to enlisted Airmen during a visit to Langley Air Force Base, Va., Jan. 11. Chief Roy provided insight on current Air Force issues such as force management programs and how the budget will affect operations. At right, Chief Roy signs a Professional Development Guide for Senior Airman Derrick James, 633rd Logistics Readiness Squadron traffic management journeyman. (U.S. Air Force photos by Airman 1st Class Racheal Watson)



tell you is that we are trying to make sure that you continue to get what I call the core,” said Roy, referring to basic training and technical schools. He said those are the foundation of our culture, and what enables us to achieve monumental success on a daily basis.

“If you are working on the flightline on the F-22 (Raptor), the most modern aircraft we have in the inventory today, and you have not been to tech school and learned the fundamentals of maintaining that thing, do you think we are going to get the same level of expertise? I don’t think so. So we’ve got to hold onto that core,” said Roy.

On a lighter note, Roy said training opportunities for EPME

have been recently designated internationally.

“We have now opened up a couple of schools across the globe that we accept as equivalent courses to our NCO Academy, and particularly our Senior NCO Academy,” said Roy, dropping hints at potential opportunities in Canada, South America, Singapore, New Zealand and Africa.

In addition to these initiatives, Roy said the Air Force is making sure it is taking care of its people.

“We realize that we are still at war; there are people being shot at and people being blown up, and we need to make sure that you and your family are resilient,” said Roy. “I clap my hands every time I mention it,

because it was really ACC that started Comprehensive Airman Fitness.”

CAF, which was spearheaded by Gen. William M. Fraser III, the former ACC commander, is a program that focuses on four pillars of wellness.

“Being fit to fight means more than just being physically fit,” Fraser said. “With all of the demands on our Airmen and their families, psychological and emotional health are just as important to our overall fitness, and to our readiness as a command.”

Roy said there are plenty of Airmen who are affecting battle space around the globe from their home station. When they get off work and have to take care of their day-to-day responsi-

bilities, like mowing the lawn or changing diapers, those Airmen face mental challenges none of the other services endure.

“There are quite a few ways that manifests itself ... we’ve had seven suicides already this year,” Roy said. “What do I say about that? Know yourself, but be a good wingman. It’s not just a one-on-one approach. If you see somebody struggling, go to them and help them. That’s being a good wingman.”

In addition to the all-call, Roy had breakfast with enlisted Airmen of all ranks, held a meeting with Langley’s Top 3. He also discussed current issues affecting Security Forces and Equal Opportunity before heading back to Joint Base Andrews, Md.

Tuskegee Airmen honored at concert

By Master Sgt. Adam M. Stump
Secretary of the Air Force Public Affairs

ORLANDO, Fla. (AFNS) – A member of the Tuskegee Airmen was honored during a concert by the United States Air Force Band’s Ceremonial Brass Jan. 14 at The First Academy Faith Hall here.

Retired Air Force Chief Master Sgt. Richard R. Hall, Jr., a Winter Park native, was attending Xavier University of Louisiana in New Orleans when he was called to active duty in 1942 to serve with the Tuskegee Airmen.

The Tuskegee Airmen were the first African American military aviators in the U.S. armed forces who trained in Tuskegee, Ala. Serving during World War II in the Army Air Corps, these Airmen were subject to racial discrimination. Despite these adversities, the Tuskegee Airmen – proudly referred to as “Red Tails” or “Red Tail Angels” because of the distinctive crimson paint on the tail section of their aircraft – trained and flew with distinction, receiving the Congressional Gold Medal for valor and performance.

The band’s theme of the winter tour is “American Song and Cinema.” The tour features a new work commissioned by the band and dedicated to the Tuskegee Air-

men entitled “Red Tail Skirmish” by composer Bruce Yurko.

“Red Tail Skirmish” is a musical epic that depicts the tension, thrill and excitement of an aerial dogfight through a fast-paced work for the brass and percussion ensemble. Following the work, Hall, Tuskegee Airmen Gen. Daniel “Chappie” James, Jr., chapter president Montoria “Tony” Hubbard and chapter recording secretary Judie Gilliam were presented score sheets for “Red Tail Skirmish.”

A member of the “Red Tails,” Hall was trained in munitions and aircraft maintenance. He deployed to both North Africa and Italy during World War II.

Following the war, Hall was stationed in Ohio at the 332nd Fighter Wing at Lockbourne AFB, which is now Rickenbacker Air National Guard Base, serving under the command of then-Col. Benjamin O. Davis, another Tuskegee Airman. Hall said he remembers the day Davis told them the military would integrate blacks into the service.

“Colonel Davis had us in the theater, the officers and senior enlisted,” Hall said. “He said, ‘We’re going to integrate and go

to the four corners of the world.’”

Even though the military integrated, it took time for the Airmen to be accepted. Hall said the unit flew an operation that called for them to fly from South Carolina to the Gulf of Mexico. The unit had to divert because they were not allowed to fly over Georgia or arm their weapons until they were across the Gulf of Mexico because they were black.

Hall soon found himself in another war zone, this time in Korea. Hall was at Kimpo Air Base – or “K-14” – when the Airmen had to abandon the base, watching it burn as they took off. After getting promoted to chief master sergeant, Hall continued to serve through the Vietnam War, when he retired in 1973.

Hall said many of those memories came back as he watched the Ceremonial Brass perform in front of hundreds.

“This was truly outstanding,” Hall said. “It brought back a lot of memories.” He said it was also a tremendous sense of pride to watch black Airmen perform in the band, something that wasn’t possible when he first joined.

The band’s program also featured a Glenn Miller Medley entitled “Miller Time,” arranged by former Ceremonial Brass member



From right, retired Chief Master Sgt. Richard R. Hall Jr., an original Tuskegee Airman, retired Lt. Col. Montoria Hubbard, the Tuskegee Airmen Gen. Daniel “Chappie” James chapter president, and Col. Gina Humble, the 11th Operations Group commander at Joint Base Anacostia-Bolling in Washington, D.C., sing the Air Force song during a concert at The First Academy Faith Hall Jan. 14, 2012 in Orlando, Fla. The U.S. Air Force Band Ceremonial Brass honored Tuskegee Airmen, the first African American military aviators in the U.S. armed forces, during their performance, playing a new work entitled “Red Tail Skirmish.” (U.S. Air Force photo/Master Sgt. Adam M. Stump)

David Bandman, a retired master sergeant. The group also played a medley of works by film composer and former Air Force Band member John Williams entitled “Epic Themes.”

This Ceremonial Brass is typically seen throughout the National Capital Region performing at more than 1,100 ceremonies each year, including large ensembles and buglers to perform in most

outdoor ceremonial venues and the Ceremonial Brass Quintet for smaller indoor settings.

The origins of the Ceremonial Brass trace back to 1964 when The United States Air Force Headquarters Command Band was incorporated into The U.S. Air Force Band as a ceremonial unit. It became an all-brass and percussion ensemble in 1985 and was renamed The Ceremonial Brass.

TSU's first female president scheduled to speak at Arnold AFB African American Heritage Luncheon

By Raquel March
Aerospace Testing Alliance

Tennessee State University President, Dr. Portia Shields, will speak at the Arnold AFB African American Heritage Luncheon Feb. 16, beginning at 11 a.m. at the Arnold Lakeside Center.

"This is great for the base to have someone this special here," said 1st Lt. CharMeeka Scroggins, luncheon coordinator.

This year's luncheon theme celebrates "Black Women in African American Culture and History."

"This theme advocates for the acknowledgement

of the many contributions that Black Women have played throughout our American History," said Scroggins.

Having Dr. Portia Shields speak tells the story that our work is not done and it encourages my generation to continue to strive for excellence."

Dr. Shields was appointed to the presidency of TSU in 2011 and is the first female to assume the role of president in the history of the university.

Before her appointment at TSU, she served as first female chief executive officer and chief academic officer at Concordia College

in Selma, Ala.

Shields was the first female president at Albany State University in 1996 and served there for 10 years before retiring.

As Albany State University's seventh president, she inherited a campus recovering from floods in 1994. Her leadership spearheaded a \$153 million rebuilding program that revitalized the institution. She was also instrumental in securing a \$3 million donation from Georgia-born performing artist Ray Charles in 2002.

Shields served as Dean of the School of Education at Howard University in



Washington, D.C., before her time at Albany State University.

She was named in 2004 as one of Georgia's 50 Most Influential Women by the Georgia Informer.

The luncheon, for base employees and the public, commemorates the heritage of African Americans from the past and present.

Tickets are \$8.95 for members and \$9.95 for non-members. To make a reservation, contact Jackey Gates, 454-4823; Artious Walker, 454-6486; Sharon Vance, 454-6557 or Tina Bonner, 454-6804.

U.S., coalition nations form Wideband Global Satellite partnership

By Tech Sgt. Chris Powell
Defense Media Activity

WASHINGTON (AFNS) – Senior defense officials from six countries announced a multilateral partnership in wideband global satellite communication, which is valued at more than \$10 billion, Jan. 17 here.

The officials from Canada, Denmark, Luxembourg, the Netherlands, New Zealand and the U.S. held an initial WGS partnership steering committee meeting prior to the announcement.

"This new WGS partnership provides an example of how the U.S. plans to continue exploring opportunities to strengthen our existing cooperative relationship and to build new partnerships," said Heidi Grant, the Deputy Under Secretary of the Air Force for International Affairs. "These activities will bolster our mutual trust, help to achieve further interoperability for our warfighters, and will increase the capabilities and capacity of all partners."

Currently, there are three WGS satellites in orbit, with six additional satellites scheduled for launches from 2012 through 2018, including a ninth satellite that is enabled by the new partnership.

"With this arrangement, each partner's unique level of requirement will be accommodated corresponding to each partner's level

of contribution," Grant said. "The United States' contribution to the agreement includes the development, fielding and operation of eight satellites, and the launch services and operations for a ninth satellite."

According to Grant, the multilateral partners contributed \$620 million of the approximate \$1 billion cost to expand the WGS System with a ninth satellite.

"This is a model of a good way to do business," said Maj. Gen. John Hyten, the director of Space Programs in the Office of the Secretary of the Air Force for Acquisition. "From an Air Force acquisition perspective, it improves our ability to acquire the constellation in an efficient manner because it keeps an active production line going, it allows us to achieve efficiencies in the production line (and) it saves us money in the long term by having a very efficient program."

"From an operational perspective for our Air Force operators, it puts (them) on the same system as the coalition partners," he said.

The general explained that Air Force operators receive air tasking orders via wideband communications, and now each partner nation has access to the system and can receive ATOs through that same system.

Team accelerates test, delivers B-1B close-air support capability

By Kate Blais

95th Air Base Wing Public Affairs

EDWARDS AIR FORCE BASE, Calif. – B-1B bombers can find and strike moving targets in close-air support of ground troops even quicker than before thanks to a developmental test team from Edwards partnering with an operational test team from Texas to accelerate testing and deliver a mission-critical capability to the warfighter.

Merging developmental and operational testing to consolidate resources on a compressed timeline, the 419th Flight Test Squadron and Global Power Bomber Combined Test Force and the 337th Test and Evaluation Squadron from Dyess AFB, Texas, worked to ensure that the B-1 upgrade was ready for combat operations by January 2012.

The 419 FLTS and 337 TES conducted a series of tests that culminated Nov. 15, 2011, completing Laptop Controlled Targeting Pod Phase II.

“During Operation Iraqi Freedom and Operation Enduring Freedom, it became clear that the B-1 needed an additional capability to support close-air support scenarios,” said Christina

Ryskey, project lead engineer and B-1 targeting pod engineer, 419 FLTS and Bomber Combined Test Force.

That capability came in the form of Laptop Targeting Pod Phase I.

“The first phase integrated a targeting pod, but still required the weapons system operator to manually enter any coordinates derived from the targeting pod,” said Maj. David Marten, B-1 flight commander and project pilot, 419 FLTS. “This only allowed the pod to be useful on stationary targets.”

Although Phase I allowed the B-1 to interface with the targeting pod, it proved to be a limited capability, as there was no hand-off of information from the pod back to the airplane. Although coordinates were derived from the pod, manually entering the data increased time and decreased the B-1’s ability to strike a moving target.

Solution: LCTP Phase II.

“Now with the second phase, we not only have the ability to complete the loop of the targeting pod, but also include the ability to drop laser targeted bombs

from the B-1,” said Lt. Col. Hans Miller, 419 FLTS commander and Bomber Combined Test Force director. “So not only can I track and identify the targets on the ground, I can strike ground targets moving at low and high speeds. That is a crucial capability that we have with this upgrade.”

A completed communication loop between the plane and the targeting pod, which allows for direct importation of coordinates, shortens the kill chain, which is a significant increase to capability in the field, said Marten.

“Guys on the ground calling for air support will get their bombs faster and with more precision,” he said.

“If we’re told that there’s a target in the vicinity, via ground troops, I can visually acquire with the pod, get exact location, directly import that information into the weapon system and attack it,” said Maj. Michael Jungquist, 419 FLTS, project weapons system officer. “The targeting pod tells the weapon exactly where to go and can refine the target with lasers in the pod. I’ll be able to put weapons on a target, even if it wasn’t where it was when I first started looking at it.”



A pod positioned under the fuselage of a B-1B bomber was part of the focus of a test conducted Nov. 15, 2011, by the 419th Flight Test Squadron and Global Power Bomber Combined Test Force and the 337th Test and Evaluation Squadron, Dyess AFB, Texas. The test completed the Laptop Controlled Targeting Pod Phase II upgrade to the B-1. The upgrade gives the aircraft new capabilities including a reduced timeline to find and strike moving targets in close-air support of ground troops. (U.S. Air Force photo/Kate Blais)

LCTP Phase II’s self-lasing capability allows the B-1 to track targets, constantly update its coordinates and employ GBU-54 Laser Joint Direct Attack Munition.

“With Phase II, the B-1 gets as much precision as any close-air support player, but now combined with global reach, large payload and long loiter time provided by a strategic bomber,” said Marten.

In addition to favorable test results and upgraded

capabilities, the planning and execution of the testing were important pieces to the puzzle because the time between test commencement to operational delivery was only 8 months.

“Another huge success of the November test was that it was a great example of integrated operational and developmental test,” said Miller. “We worked on a compressed timeline and despite some issues that were found in a test, and corrections that were

presented and fixed, we were able to still meet that fielding recommendation and deployment timeline so that this can get to the fight and be useable for combat crews going out next deployment.”

Checking into the fight this January is a B-1 with more capabilities to support the joint service effort.

“We had a timeline to meet in order to better support troops on the ground,” said Jungquist, “and we’re making that happen.”

Military logistics strained, but healthy, official says

By Jim Garamond

American Forces Press Service

WASHINGTON – The state of military logistics is healthy and service members are doing amazing things to supply operations around the world, but the system is strained as a result of 10 years of war, the Joint Staff’s director of logistics said here.

Lt. Gen. Brooks L. Bash said military logisticians are, in many respects, the unsung heroes of America’s 21st-century wars. In the past year alone, they orchestrated the withdrawal of tens of thousands of American service members and millions of pieces of equipment from Iraq. They supplied forces fighting in Afghanistan, even as political considerations closed a key route into the landlocked country.

They did all this while continuing their “everyday” missions – handling permanent changes of station for tens of thousands of service members, ensuring training requirements are met and ensuring that forward-deployed personnel around the world have what they need to do their missions. They also have supplied allies and other U.S. government agencies, and they have kicked into even higher gear to aid people around the world hit by natural disasters.

“No other country in the world can do what we’re doing,” Bash said. “We’re flying and taking stuff half-way around the world. The fact that Afghanistan is a landlocked country adds to the challenge. Simultaneously completing the Iraq drawdown and then, oh, by the way, doing Haiti, tsunami, and whatever else pops up, and also supporting the combatant commanders in their regions with what they’re doing every day.”

And logisticians are sustaining the effort. Other countries can get troops to remote areas of the world, but they cannot sustain operations in those regions like the U.S. military can, the general said.

Afghanistan is a case in point. It is one of the more remote areas on the planet. It is landlocked. Pakistan closed the border crossings from the port of Karachi to Afghanistan following an accident on the border that killed 24 Pakistani soldiers.

Even though those gates are closed, Bash noted, American, international and Afghan forces are still getting what they need. The American logistics effort supplies 91,000 U.S. personnel with the food, ammunition, fuel, spare parts, armored vehicles and whatever else they need.

“The first thing we did was we planned for it,” the general said. The Pakistanis had closed the gates to Afghanistan before, and logisticians planned for the possibility.

Planners looked at alternatives to the Pakistani gates. They examined supplying troops by air, Bash said, but that is expensive and can be limited. They developed the Northern Distribution Network – an effort that connects Baltic and Caspian Sea ports with Afghanistan through Russia and the countries of Central Asia and the Caucasus.

“We ... have shifted about 30 percent of what was coming in through Pakistan to the northern distribution,” Bash said. “It has more capability, and then we built up some of our stocks.”

Logisticians built up 60 days worth of stocks in Afghanistan. “But because of the northern distribution being open, ... it is having little to no operational impact,” he said.

This is more expensive, but it is effective, the general said. About 85 percent of fuel, for example, comes through the Northern Distribution Network. Logisticians also are using more airlift, and that causes problems on its own, the general said.

Allies, likewise, built up stocks. “We have acquisition cross-servicing agree-

ments with them so that, if they do come up short, then we can help them out through those sorts of agreements,” Bash said.

So while there are no shortages, the increased tempo imposes its own price on logisticians.

“There are areas in logistics – some of our specialty areas and our equipment and others that need to be recapitalized and reset,” Bash said. Putting flight hours on airplanes and helicopters and putting miles on mine-resistant, ambush-protected vehicles, for example, takes a toll on the equipment, he explained.

And there is a cost to the people in the logistics enterprise as well, Bash said, but they continue to get the job done.

“I would say our logisticians are the most experienced in history,” he said. Logistics personnel are the greatest combat multiplier in the logistics enterprise, he added.

Educating and training those personnel is key to success in the future, the

general said.

“We might decrease the number of our people, but the people we do have, we need to make sure they’re experienced and trained properly,” he said. “We can’t shortcut ourselves on that piece to save some money, because it’s the people when we talk about avoiding a hollow force.”

Force structure adjustments will be necessary in the logistics field, the general said, and the Defense Department must be careful to preserve what truly is necessary – first of all, the people needed for the effort – regardless of the budget situation.

It’s also important, Bash said, to ensure there is not a mismatch between strategy and resources.

“If you have a strategy that’s larger than your force structure, then that’s a different type of hollowness than we typically think of as a hollow force,” he said.

Another necessity is access. The best fighting force in the world is no good if it cannot get to

the scene of a fight and sustain itself, Bash noted. This means getting the airports, seaports, railheads and overflight permissions needed. It also means the combatant commanders, long before any problems develop, must have the relationships needed to make it happen when push comes to shove, he said.

A final multiplier is operational contract support.

“Now, this is a maturing and evolving mission area that, 10 years ago, we had no doctrine for and we didn’t think about much,” he said.

The general used Iraq as an example. “Two years ago, we had 170,000 contractors [in Iraq],” he said. “They were providing a lot of logistic capabilities.”

Contractors handled food service, fuel, security and the mission. Bash cited a Congressional Budget Office report that said the U.S. government saved about 90 cents on the dollar by using contractors over uniformed personnel.

“How is that possible?”

he asked. “Well, you don’t have to recruit. You don’t have to train. You don’t have to retain. You don’t have pay and allowances. You don’t have retirements. You don’t have health care.

“That’s 170,000 people we would have had in uniform to do the same job,” he continued. “We were able to quickly expand and quickly retract.” He called this the epitome of the “reversibility” that defense leaders increasingly are talking about in military strategy going forward.

A quote variously attributed to Gen. of the Army Dwight D. Eisenhower and Gen. of the Army Omar Bradley is: “Amateurs study strategy. Professionals study logistics.” The U.S. military certainly subscribes to this, Bash said.

The bottom line, he added, is that the logistics enterprise system is healthy and able to do all the country asks of it now. It needs study and care, however, if it is to remain the world-class operation for the future, he said.

F-35B maintainer trains to be part of aviation history

By Maj. Karen Roganov
Team Eglin Public Affairs

EGLIN AIR FORCE BASE, Fla. – As the Marine Corps celebrates its centennial of aviation this year, a member of the 33rd Fighter Wing became a part of that history having recovered the first F-35B Lightning II, here, Jan. 11.

After quick hand signals to the pilot, and well placed steps to clear the engine exhaust, Gunnery Sgt. Matthew Smith, with the Marine Fighter Attack Squadron 501, choreographed parking the F-35B and shut-down engine checks with his fellow maintainers, known as plane captains in the Marine Corps.

“It’s just a success to see the aircraft here,” said Smith. “It’s been a success for the Marine Corps, the 33d Fighter Wing and me personally.”

Smith has 16 years experience maintaining aircraft in environments like small-deck aircraft carriers, stateside military bases and deployed environments, but for the last two years he’s been gearing up for this day.

Unbeknownst to Smith, his master sergeant at Cherry Point Marine Air Station, N.C., had nominated him for the hand-picked program while Smith had simultaneously wanted to participate based on a briefing he attended given by the senior maintenance chief for the Marine Corps.

It didn’t take Smith long to decide once he was chosen.

“All right, let’s rock. I’m ready to roll,” he recalled saying after hearing the news.

He arrived here Dec.

2009, anticipating training on and maintaining jets locally. But with delays in maturity of the program, the first aircraft, the Air Force variant of the F-35, was received in July 2011.

Incidentally, Smith saw that aircraft landing while standing atop a ladder and peering over his shoulder. He was in the midst of hanging his unit’s sign on the Marine’s aircraft hangar when the Air Force variant landed. He said he “didn’t want to just leave the sign hanging there.”

It seems that dedication to see a task through was a clue to what Smith’s future would hold.

The shift in receiving F-35s at Eglin meant he could again make history by having the opportunity to help create the first writings of maintainer documents precluding the arrival of joint task lists and joint technical data from Lockheed Martin.

Examples included tasks on how to retrieve the aircraft, remove and replace an engine, tires, struts and all movable surfaces and planning out the placement of the aircraft on a carrier or flight line, according to Smith.

“This allows him to be a part of the team to execute a comprehensive maintenance plan and help ensure success with the Marine Corps’ newest weapon, the F-35B,” said Master Gunnery Sgt. Juan Villarreal, maintenance chief at the VMFAT-501.

Other steps taken leading up to receiving the aircraft was as a two-week training course Smith attended in Hartford, Conn. at the Pratt and Whitney F-135 engine plant where he received an overview of

theories and operations of the engine.

“I learned how the lift fan system on the front of the aircraft works simultaneously with the engine propulsion system.”

This feature allows for the short takeoff and vertical landing capability of the Marine variant of the F-35. The back part of the engine pivots 90 degrees to direct the thrust at the ground with STOVL making it possible to land on an L-class, small-deck aircraft carrier.

And while Smith and his team received the aircraft in a traditional mode of landing, it performed what some dub the “transformer” maneuver after landing. The back portion of the aircraft is pointed down to the airfield and then back horizontal as part of the shutdown checklist.

Next, Smith worked alongside fellow 33rd FW Air Force and Navy maintainers taking a three-week cadre course at Eglin in the Spring of 2010. Smith described the course as an in-depth overview of the capabilities and maintainability of the aircraft.

This was followed by 60 days at Patuxent River Naval Air Station in Maryland to learn in-depth tasks such as pulling a lift fan and an engine.

Eglin’s newest aircraft edition will eventually be maintained inside the Navy and Marine Corps hangar.

The more than \$42.5 million hangar boasts air conditioning piped out from plumbing buried in the floor of the hangar, and with an extended hose, is outfitted under the open bay of the jet to cool the avionics when servicing the jet, according to Smith.



Gunnery Sgt. Matthew Smith, a maintainer with Marine Fighter Attack Squadron 501, recovered the first Marine variant F-35B Lightning II joint strike fighter to arrive at Eglin Air Force Base, Fla., Jan. 11. (U.S. Air Force photos/Samuel King Jr.)



This means more efficient maintenance operations with less time retrieving the ground support equipment like the electric and cooling cart, which is about the size of an S-10 pick-up truck, according to Smith.

What lays ahead for

Smith and the rest of the Marines are the new challenges inherent with all new programs, said Air Force Col. Andrew Toth, commander of the 33rd Fighter Wing.

But those challenges are welcome since it means a step forward in getting

Eglin fully qualified for producing F-35 pilots and maintainers.

“It’s been an Air Force show up until this point,” said Toth. “By having the two variants of the aircraft here, we’ve made the transition to becoming a fully integrated wing.”

Memorial fly-by



A UH-1N Iroquois from the 1st Helicopter Squadron flies between the U.S. Air Force Memorial and the Pentagon Dec. 29 in Arlington, Va. The UH-1N is a light-lift utility helicopter used to support varied uses. Its primary mission includes airlift of emergency evacuation of key government officials and airlift for distinguished visitors. (U.S. Air Force Photo/Senior Airman Perry Aston)

Air Force chief of staff releases 2012 reading list

WASHINGTON (AFNS) – The Air Force chief of staff announced his latest professional reading list Jan. 6.

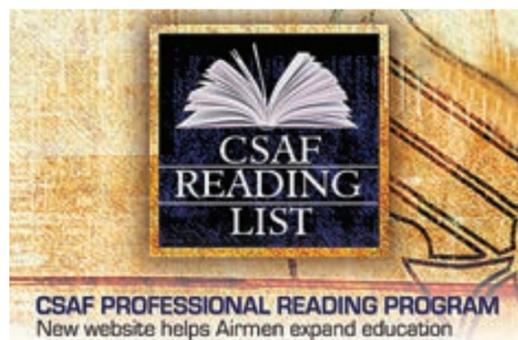
In a letter to all Air Force personnel, Gen. Norton Schwartz said today's Airmen are among the military's best educated and most inquisitive.

"We Airmen are innovators because we embrace the word 'why' and mine it for better, smarter ways to operate," Schwartz said.

The Air Force's history is full of examples of Airmen who have embodied this attitude, facing daunting challenges with little more than their minds and fortitude, the general said.

"Their experiences are one of the cornerstones of the 2012 Reading List," Schwartz said.

This year's list contains 13 books and, for the first time, supplementary films, treatises and Internet-based resources. Schwartz will highlight these books



throughout the year, and for the first quarter recommends these three:

"Airpower for Strategic Effect," by Colin Gray, provides a critical, strategic history of airpower as well as a new general theory.

"Unbroken: A World War II Story of Survival, Resilience, and Redemption," by Laura Hillenbrand, is the inspiring true story of a man who lived through a series of almost too incredible catastrophes.

Finally, "Start with Why," by Simon Sinek,

looks at the leaders who have had the greatest influence in the world and describes how they all think, act and communicate in the exact same way, something the author calls "The Golden Circle."

The other books in this year's reading list are:

"The Forever War," by Dexter Filkins

"Paradise Beneath Her Feet," by Isobel Coleman

"The Words We Live By: Your Annotated Guide to the Constitution," by Linda Monk

"The Party: The Secret World of China's Com-

munist Rulers," by Richard McGregor

"Adapt: Why Success Always Starts with Failure," by Tim Harford

"Catch-22," by Joseph Heller

"Freedom Flyers: The Tuskegee Airmen of World War II," by J. Todd Moyer

"Physics of the Future," by Michio Kaku

"A Country of Vast Designs: James K. Polk, the Mexican War, and the Conquest of the American Continent," by Robert Merry

"The Hunters," by James Salter

More information on the 2012 reading list can be found at <http://www.af.mil/information/csafreading/index.asp>.

Air Force officials announce enlisted constrained jobs list

By Eric M. Grill

Air Force Personnel, Service and Manpower Public Affairs

RANDOLPH AIR FORCE BASE, Texas (AFNS)

– Air Force officials announced Jan. 10, the fiscal 2012 career job reservation program with 16 Air Force Specialty Codes placed on the constrained list.

Career job reservations allows the Air Force to control the number of first-term Airmen re-enlisting in career fields where projected manning levels exceed the needs of the Air Force. This is the first time since 2007 the Air Force is using a constrained listing.

The AFSCs and career fields on the constrained list are the following:

- 2A6X1, Aerospace Propulsion
- 2A6X4, Aircraft Fuel Systems
- 2A7X3, Aircraft Structural Maintenance
- 2T0X1, Traffic Management
- 2T1X1, Vehicle Operations
- 3D1X1, Client Systems Technician
- 3D1X3, Radio Frequency Transmission Systems
- 3E7X1, Fire Protection
- 3E9X1, Emergency Management
- 3M0X1, Services
- 3N0X4, Still Photography
- 3P0X1, Security Forces
- 4A1X1, Medical Materiel
- 4A2X1, Biomedical Equipment
- 4Y0X1, Dental
- 8M000, Postal

First-term Airmen in these AFSCs who entered their CJR window as of Jan. 1 are affected, said Chief Master Sgt. Shannon Parker, the Air Force Personnel Center chief of Air Force skills management branch.

"All first-term Airmen must have an approved CJR to re-enlist," she said.

The Selective Reenlistment Program automatically requests a CJR for first-term Airmen when they enter their first month of eligibility. Airmen serving in a constrained AFSC will be added to a waiting list and compete for monthly quotas based on a rank-order process.

Airmen and their supervisors will receive CJR notification reflecting their status monthly starting in February. The virtual Military Personnel Flight will also be updated to reflect the Airman's CJR status.

First-term Airmen in constrained AFSCs are prohibited from extending for any reason while pending a CJR or while on the CJR wait-list. The exception is for Airmen overseas who are required to obtain additional retainability to become eligible for their continental United States return assignment.

All first-term Airmen, including those on the CJR waiting list may apply for retraining or a special duty.

Airmen not approved for a CJR and not selected for retraining may reapply for retraining or special duty, provided they are not within 120 days of their date of separation.

Supplement to High Mach

Arnold Golf Course
454-7076

Check us out on Facebook! Arnold AFB Services Golf Course

Mulligan's Coffee Bar & Grill is open 10:30 a.m.-2 p.m. Monday through Friday and 8 a.m.-2 p.m. Saturday and Sunday. Call ahead orders for dine in or carry out, 454-FOOD (3663).

Arnold Golf Course winter special ends Feb. 28. Play all day for \$10 green fee. Good seven days a week. Regular cart fees apply.

Arnold Lakeside Center
454-3350

Check us out on Facebook! Arnold AFB Services Arnold Lakeside Center and Arnold AFB Services Information, Tickets and Travel

Café 100 Pizza is available 10:30 a.m.-1:30 p.m. Monday through Friday. Pizza is available by the slice in pepperoni or sausage for \$2 per slice or the works (pepperoni, sausage, ham, green pepper, onion, mushrooms, black olives, bacon and extra cheese) for \$3.50 per slice. Whole pizzas are available if ordered the day prior and will require completing an order form and paying in advance. Selections for whole pizzas come in thin or thick crust and 12 or 16 inch. Choose from cheese, pepperoni, sausage, Canadian bacon, veggie, works, meat lovers or build your own from a variety of toppings. Salads are also available for \$3 with choice of ranch, French or Italian dressing. The Café will be closed Feb. 20.

First Friday Jam is Feb. 3 starting at 6 p.m. Come to play, listen, dance and enjoy. Join in with the band to play an instrument or sing. Or take over and do your own performance.

Weekend dining room specials (all include two sides and salad bar):

Friday 4-9 p.m.

Feb. 3: Meatball sub with fries \$6.95 member, \$7.95 nonmember.

Feb. 10: Fried catfish plate, \$9.95 member, \$10.95 nonmember.

Feb. 17: Fried chicken plate, \$9.95 member, \$10.95 nonmember.

Feb. 24: Prime rib for two, \$29.95 member, \$31.95 nonmember.

Saturday 5-9 p.m.

Feb. 4: Cream cheese & prosciutto-stuffed chicken, \$12.95 members, \$13.95 nonmember.

Feb. 11: AEDC Woman's Club Valentine Dinner Dance, \$35 per person, RSVP to 580-8898.

Feb. 18: Lynchburg ribeye, \$13.95 member, \$14.95 nonmember.

Feb. 25: Pizza and Express Menu only plus Fight Night Specials dozen wings and fries \$3.25 member, \$4.25 nonmember or double bleu cheese bacon burger and fries \$4.25 member, \$5.25 nonmember.

All specials and times are subject to change without notice. Please call ahead to ensure availability and openings.

Last Friday Trivia Contest returns 6:30 p.m. Feb. 24. Teams can have up to four people. No cell phones are permitted during the event. Anyone using a phone while a question is underway will be disqualified. Questions in random categories will be given. Prizes for top finishers.

Daytona 500 tickets available at discounted prices through ITT (Information, Tickets and Travel). The race will be Feb. 26 and various packages are available. Call 454-3303 for details.

Barber Shop is located in the A&E Building in room A107 and is open Monday, Tuesday, Thursday and Friday from 8 a.m.-4 p.m. Haircuts are \$8 and are by appointment. Call 454-6987.

Family Member/Youth Programs (FamY)
454-3277

Check us out on Facebook! Arnold AFB Services Youth Programs

ALC to host Super Bowl Party

Arnold Lakeside Center will hold a Super Bowl Party Feb. 5 beginning at 4:30 p.m. The Pizza and Express menus will be available.

All attending are invited to wear their football attire and support their favorite team. The game will be shown on all televisions and on the big screen in the ballroom.

All over age 18 will be eligible to put their name on the square board and any Members First Plus members will get to put their name on two squares on the

board. The board will be filled in first come, first served until they are all gone. The winner for first, second and third quarter will receive \$50 in Services Bucks and the grand prize final winner will receive a one night stay at Renaissance Hotel in Nashville plus two Nashville Predators hockey tickets. In the event a square is blank for any quarter a random drawing will be held of those in attendance.

During halftime there will be a trivia contest where teams of four will compete to win prizes.



Outdoor Rec heads back to Gatlinburg for Ski Trip

Come join Outdoor Recreation as we hit the slopes in beautiful Gatlinburg Feb. 17-19 and/or March 2-4.

We will leave Friday at 4 p.m., arriving in the evening to check into the hotel with time to look around and do a little shopping.

Wake up bright and early on Saturday morning to hit the slopes. There will be a one-hour lesson at 9 a.m. with the rest of the day to enjoy skiing.

Saturday evening will be an opportunity

for you to enjoy the night life of Gatlinburg. We will depart on Sunday at 11 a.m.

The cost is \$300 per person or \$450 for couples. If you would like to try snowboarding, the cost is an extra \$20 per person.

This trip is for ages 8 and older and sign up deadline is Feb. 10 and 22 respectively. Cancellations after the sign up deadlines are nonrefundable. There must be a minimum of 10 to take the trip and no more than 14. Call 454-6084 to sign up.

Woman's Club hosts Valentine Dinner Dance

The AEDC Woman's Club Valentine Dinner Dance is set for Feb. 11 at Arnold Lakeside Center and is open to all base employees.

This year's theme will be "Fire and Ice." The Timeline Band will perform dance favorites. A silent auction will be held to benefit the Woman's Club Scholarship Foundation.

Social will begin at 6 p.m. with dinner at 7 p.m. Cost is \$35 per person and dress is semi-formal.



RSVP by Feb. 6 to Patti Mathis at (931) 580-8898.

Outdoor Rec to take cruise through lock at Chickamauga Dam Feb. 26

Join Outdoor Recreation Feb. 26 as we head to the Chattanooga area to take one of the biannual cruises through the river lock.

Blue Moon Cruises offers a special opportunity to cruise up or down river between their summer docking home at Chattanooga Pier and their winter home at Sale Creek Marina in Soddy Daisy.

On Feb. 26 the boat will move back to Chattanooga to begin the spring, summer and fall cruises into the Tennessee River Gorge. Six miles above Chattanooga we go through the lock at Chickamauga Dam where we transition 42 feet between Nickajack Lake and Chickamauga Lake.

While on the four-hour cruise, enjoy a barbecue buffet with all the fixins included in the price and a cash bar on the upper deck.

The Blue Moon Cruise is aboard a 70-foot luxury Skipperliner cruise boat featuring dual decks for your viewing comfort.

If you like to feel the wind in your hair, the upper deck provides plenty of open space, while the lower deck has an enclosed climate controlled area and an



open viewing area on the forward deck.

From all levels and areas of the vessel you have clear views of the Tennessee River with plenty of opportunities to see the abundant wildlife along the river.

This relaxed-paced cruise includes a knowledgeable and friendly naturalist crew who are always within close range to answer questions and point out wildlife sightings.



UFC 144: Japan in The Landing at ALC Feb. 25

The Ultimate Fighting Championship returns to Japan with an event slated for the Saitama Super Arena.

Lightweight champ Frankie Edgar will face number one contender Benson Henderson in the main event.

Arnold Lakeside Center will air the fight in The Landing Feb. 25 beginning at 9 p.m. Fight Night special will be a dozen wings and fries \$3.25 for members and \$4.25 for nonmembers or double bleu cheese bacon burger and fries \$4.25 for members and \$5.25 for nonmembers. This special will be available 8-11 p.m. The pizza and express menus will also be available.

This event is for ages 18 and up unless accompanied by parent.

Drink special in The Landing will be five-bottle domestic buckets for \$9.75.

Other fights include Jackson vs. Bader, Hunt vs. Kongo, Akiyama vs. Shields, Pettis vs. Lauzon plus seven other preliminary fights.



Book fair back Feb. 7

Books Are Fun is back for a book fair Feb. 7 from 9:30 a.m.-3 p.m. in Café 100.

Discounted selections include paperbacks, best sellers, educational, reference, cookbooks, children's items, gift selections and more. Save up to 70 percent off retail prices.



Horizon is a Services Division publication designed to inform our customers of events and specials in Services Division activities. All program dates, times and prices are subject to change. Services Division mailing address is at 100 Kindel Drive, Suite C321, Arnold AFB, Tenn. 37389-3321

Services information written and provided by Tanya Heggard

This Services supplement is published by *The Tullahoma News*, a private firm in no way connected with the U.S. Air Force, under exclusive written contract with Aerospace Testing Alliance (ATA). This supplement is an authorized publication for members of the U.S. military services. Contents of this supplement are not necessarily the views of, or endorsed by, the U.S. Government, the Department of Defense, the Department of the Air Force or ATA. Services Division is an exclusive area available to all AEDC personnel, active duty, retired military, National Guard, Reserve military and others as approved by the commander. Services activities include Wingo Inn (lodging), Arnold Lakeside Center, Outdoor Recreation (Marina, FamCamp, Crockett Cove), Golf Course, Family Member/Youth Programs and Fitness Center. Those mentioned above are eligible to use any Services activity during regular operating hours unless it is specified as a "members only" event. Membership remains a personal choice, however, only members are entitled to discounts and other benefits associated with membership.

Services Division Phone Numbers

Area code 931 DSN 340
 Services Chief – 454-7779
 Services Deputy – 454-5915
 Community Services Flight Chief – 454-4062
 Complex Manager – 454-3367
 Arnold Lakeside Center (ALC) – 454-3350
 Arnold Lakeside Center catering – 454-3350
 Gossick Leadership Center – 454-4003

Hap's Pizza – 454-5555
 Membership Information – 454-3367
 Information Tickets, Tours – 454-3303
 Fitness Center (FC) – 454-6440
 Outdoor Recreation (ODR) – 454-6084
 FamCamp – 454-6084
 Marina – 454-6084
 Recycling – 454-6068

Family Child Care – 454-3277
 Family Member/Youth Programs – 454-3277
 Human Resources – 454-5481
 Marketing & Sponsorship – 454-3128
 Barber Shop – 454-6987
 Wingo Inn – 454-3051
 Golf Course (GC) – 455-GOLF (4653) or 454-7076
 Mulligan's Coffee Bar and Grill - 454-FOOD (3663)

February 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
			FC Boot Camp 6 a.m. FC Pilates 11 a.m.	FC Cycling Class 11 a.m. FC Karate 3 p.m. FC Zumba 4:15 p.m. ALC Dinner & Movie Night "Puss In Boots" PG dinner 5-8 p.m. movie 6:30 p.m.	FC Boot Camp 6 a.m. FC Piloga 11 a.m. ALC Meatball Sub with fries \$6.95 member, \$7.95 non, 4-9 p.m. ALC First Friday Jam, 6 p.m.	ODR Paintball 9:30 a.m.-3:30 p.m., age 10+, \$35, 454-6084 ALC Cream cheese & prosciutto stuffed chicken, \$12.95 members, \$13.95 non, 5-9 p.m.
5	6	7	8	9	10	11
ALC Super Bowl Party, 4:30 p.m., quarterly prizes and half time trivia, order from Pizza or Express menus	FC Boot Camp 6 a.m. FC Cycling Class 11 a.m. FC Yoga 11 a.m.	ALC AEDC Woman's Club luncheon, 9:30 a.m. ALC Book Fair, Café 100, 9:30 a.m.-3p.m. FC Cycling Class 11 a.m. FC Karate 3 p.m. FC Zumba 4:15 p.m.	FC Boot Camp 6 a.m. FC Pilates 11 a.m.	FC Cycling Class 11 a.m. FC Karate 3 p.m. FC Zumba 4:15 p.m. ALC Dinner & Movie Night "The Three Musketeers" PG-13 dinner 5-8 p.m. movie 6:30 p.m.	ODR Deadline to sign up for ski trip Feb. 17-19, 454-6084 FC Boot Camp 6 a.m. FamY Jewelry Fair and Valentine Balloon Specials, 8 a.m. – 2 p.m. in Café 100 FC Piloga 11 a.m. ALC Fried catfish plate, \$9.95 member, \$10.95 non, 4-9 p.m.	ODR Paintball 9:30 a.m.-3:30 p.m., age 10+, \$35 ALC AEDC Woman's Club Valentine Dinner Dance, \$35 per person, RSVP by Feb. 6 to 580-8898
12	13	14	15	16	17	18
	FC Boot Camp 6 a.m. FC Cycling Class 11 a.m. FC Yoga 11 a.m.	FC Cycling Class 11 a.m. FC Karate 3 p.m. FC Zumba 4:15 p.m.	FC Push up, Pull up, Sit up Competition, anytime during day, winners in each FC Boot Camp 6 a.m. FC Pilates 11 a.m.	FC Cycling Class 11 a.m. FC Karate 3 p.m. FC Zumba 4:15 p.m. ALC Dinner & Movie Night "Johnny English Reborn" PG-13 dinner 5-8 p.m. movie 6:30 p.m.	ODR Ski Trip weekend, sign up by Feb. 10, \$300 or \$450/couple, 454-6084 FC Boot Camp 6 a.m. FC Piloga 11 a.m. ALC Fried Chicken Plate, \$9.95 members, \$10.95 non, 4-9 p.m.	ODR Paintball 9:30 a.m.-3:30 p.m., age 10+, \$35, 454-6084 ALC Lynchburg ribeye, \$13.95 member, \$14.95 non, 5-9 p.m.
19	20	21	22	23	24	25
	ALC Café 100 Closed FC Open 5 a.m. – 6 p.m. FC Boot Camp 6 a.m. FC Cycling Class 11 a.m. FC Yoga 11 a.m.	FC Cycling Class 11 a.m. FC Karate 3 p.m. FC Zumba 4:15 p.m.	FC Boot Camp 6 a.m. FC Pilates 11 a.m.	FC Cycling Class 11 a.m. FC Karate 3 p.m. FC Zumba 4:15 p.m. ALC Dinner & Movie Night "Tower Heist" PG-13 dinner 5-8 p.m. movie 6:30 p.m.	FC Boot Camp 6 a.m. FC Piloga 11 a.m. ALC Prime rib for two, \$29.95 members, \$31.95 non, 4-9 p.m. ALC Last Friday Trivia, 6:30 p.m.	ODR Blue Moon Lock Through Cruise, \$55, 6a.m.-3p.m., 454-6084 ODR Paintball 9:30 a.m.-3:30 p.m., age 10+, \$35, 454-6084 ALC UFC Fight Night, 9 p.m. in The Landing, wings, burger and beer bucket specials
26	27	28	29	 <p><i>Café 100 Pizza available by the slice 10:30 a.m. – 1:30 p.m. Mon.-Fri. Order whole pizzas the day prior.</i></p>		
	FC Boot Camp 6 a.m. FC Cycling Class 11 a.m. FC Yoga 11 a.m.	FC Cycling Class 11 a.m. FC Karate 3 p.m. FC Zumba 4:15 p.m.	FC Boot Camp 6 a.m. FC Pilates 11 a.m.			

Hours of operation

Arnold Lakeside Center – Catering/Management offices by appointment. Dinner: Arnold Express Menu or Hap's Pizza only Thursday 5-8 p.m., dinner or Arnold Express Menus and Hap's Pizza Friday 4-9 p.m. and Saturday 5-9 p.m.; Main Bar Thursday 5-8 p.m., Friday 3:30-10 p.m. and Saturday 5-10 p.m.; Social Hour Friday 4-6 p.m., Movie Night Thursday 6:30 p.m.
Café 100 – Monday through Friday 6:30 a.m.-1:30 p.m. **Closed Feb. 20.**
Barber Shop – By appointment – Monday, Tuesday, Thursday and Friday 8 a.m.-4 p.m.
Family Member/Youth Programs – Tuesday through Friday 10 a.m.-5 p.m., Saturday 12-5 p.m.
Outdoor Rec – Main Office, Check In and Auto Shop Tuesday through Saturday 10 a.m.-5 p.m. Marina by appointment only.
Gossick Leadership Center – Monday through Friday 7 a.m. – 3:30 p.m. May vary depending on bookings.
Fitness Center – Monday-Friday 5 a.m.-9 p.m.; Saturday 8 a.m.-4 p.m. **Open 5 a.m.-6 p.m. Feb. 20.**
Arnold Golf Course – Pro Shop & Driving Range 8 a.m.-dusk. Driving Range open 24 hours with prepurchased key card.
Mulligan's Coffee Bar & Grill – Monday through Friday 10:30 a.m.-2 p.m., Saturday and Sunday 8 a.m.-2 p.m..
Recycling – Monday through Friday 7 a.m.-4 p.m.
Wingo Inn – Monday through Friday 7 a.m.-6 p.m., Saturday and Sunday 8 a.m.-4 p.m.
Nonappropriated Funds Human Resources – Monday through Friday 7:30 a.m.-4 p.m.

BX/Commissary customer eligibility

AEDC government civilian and AEDC contractor employees have access to the following limited items at the base exchange (BX): consumable items including toiletries and over-the-counter pharmaceuticals, food items such as candy, chips, little meal items, hot dogs and soft drinks. Alcohol and cigarettes are not included as consumable items. However, only active duty and retired uniformed services personnel and their dependents are eligible to use the base commissary next to the BX. The commissary hours of operation: Tuesday, Wednesday and Friday 9 a.m.-5:30 p.m., Thursday 9 a.m.-6 p.m. and Saturday 8 a.m.-4:30 p.m. The BX hours of operation: Tuesday through Friday 9 a.m.-5:30 p.m., and Saturday 8 a.m.-4:30 p.m. For more information contact Chris Floden, BX manager, at (931) 454-7153 or Jeff Lillard, Commissary manager, at (931) 454-3545.

AAFES Dividends

Dividends generated from the Army and Air Force Exchange Service (AAFES) overall earnings are a major contributor to Services nonappropriated fund (NAF) construction and renovation projects as well as equipment purchases. Services would like to thank all AAFES customers for their support. Dividends received for December 2011 totaled \$5,801.



Briefs from H1

Pretty Discoveries is back for a **jewelry fair Feb. 10** in Café 100 from 8 a.m.-2 p.m. Now is the time to get your loved ones that special Valentine gift. All jewelry prices are below \$20 and there will be door prize drawings for free jewelry. Pretty Discoveries also carries belts and handbags.

Valentine Specials: Get a Valentine mylar balloon with candy for only \$5! These will be available during the jewelry fair in Café 100 on Feb. 10 and again on Feb. 13 from 8 a.m.-2 p.m. Call ahead to preorder.

**Fitness Center
454-6440**

Check us out on Facebook! Arnold AFB Services Fitness Center

The Fitness Center will be **open 5 a.m.-6 p.m. Feb. 20** in observance of the federal holiday. Classes will be held as scheduled.

BYOT: Bring Your Own Towel. Remember to bring your towel as the Fitness Center no longer provides towel service.

Push up, Pull up, Sit up Competition is set for Feb. 15 and may be completed anytime during the day. The top finisher in each category will receive a reward for the highest number of reps performed in proper form.

Group Class Schedule (for eligible users only):

Boot Camp Monday, Wednesday and Friday 6-7 a.m. on the basketball court

Yoga Monday 11 a.m.-12 p.m. on the basketball court

Cycling Monday, Tuesday and Thursday 11 a.m.-12 p.m. upstairs

Zumba Tuesday and Thursday 4:15-5:15 p.m. upstairs

Karate Tuesday and Thursday 3-5 p.m. on the basketball court

Pilates Wednesday 11 a.m.-12 p.m. on the basketball court

Piloga Friday 11 a.m.-12 p.m. on the basketball court

**Outdoor Rec (ODR)
454-6084**

Check us out on Facebook! Arnold AFB Services Outdoor Recreation

Paintball is every Saturday from 9:30 a.m.-3:30 p.m. Anyone age 10 and older may play but ages 10-17 must have a parent permission form. Interested participants need to call and sign up at least a day ahead of time to ensure equipment availability. Once the day comes everyone will meet at the paintball field. Cost is \$35 per person with equipment provided and includes 500 paintballs and a tank of air. It is \$20 per person for those with their own equipment and that also comes with 500 paintballs. All paintballs used must be purchased from ODR for \$13 per bag of 500 or \$45 for a box of 2,000. If you're looking for some fun filled, scenario paintball, we will

see you on Saturday.

Reservation Policy: FamCamp and Crockett Cove reservations may be made 45 days in advance for active duty and reserve military, 40 days for retired military, and 30 days for all other qualified personnel. Boat reservations may be made 15 days in advance for active duty and 10 days for other eligible individuals. All reservations are made through the Outdoor Recreation by stopping by or calling 454-6084.

Tired of paying high prices for vehicle maintenance? Come by and visit the **auto shop** located at Outdoor Recreation. Our auto shop is equipped with a vehicle lift, air compressor, parts washer and a variety of tools for anyone to perform regular vehicle maintenance jobs. The fee is a low \$2 per hour. For additional fee our staff can repair, mount, balance and rotate tires. Anyone wanting that done must call ahead for an appointment. Tire repairs requiring a plug are only \$5 per plug. Mountings are \$3 per tire and \$2 for balancing.

It's party time! Need an **inflatable bounce house or slide** for your child's next birthday party? Look no farther than Outdoor Recreation with our low prices. We have an assortment of inflatables for almost everyone's needs. We have a huge backyard obstacle challenge measuring 40'L x 10'W x 13'H, and a double lane jump slide for only \$200 per day. We also have a giant basketball hoop for \$75 per day and a Rocket Bounce House for \$100 per day. If you need a water slide then our 18-foot Double Drop Wet/Dry slide will be great for any event and is only \$200 per day. Please contact Outdoor Recreation at 454-6084 to make your reservation today!

Trying to decide where to hold your family reunion or party? We have a few **locations with pavilions to rent** that you can choose from. There are two pavilions at Crockett Cove and one at the Arnold Lakeside Beach. Usage is for authorized personnel only. Rental fee is \$25 per day with a \$50 refundable cleaning deposit that will be charged upon reservation. Once the pavilion is confirmed to be clean the \$50 will be refunded. Reservations may be made 30 days in advance at the Outdoor Recreation building or by calling 454-6084.

Do you like to cruise on the lake? Want to take your child to that secret fishing spot or teach them how to ski? Give Outdoor Recreation a call. We have **boat rentals** for everyone's needs. We can rent you three ski boats or the Stardeck for just \$20 per hour. We also have two pontoon boats that rent for \$15 per hour and \$30 per hour. The \$30 an hour will rent you the newest pontoon boat we have, S.S. Stuart! Whatever your boating needs might be, give ODR the chance to help you meet that need. Give us a call at 454-6084.

Hands-On Boat Certification Class is now mandatory for renting boats from the marina. Watch

February Movie Schedule



Feb. 2 – “Puss In Boots,” rated PG starring voices of Antonio Banderas and Salma Hayek. Long before he even met Shrek, the notorious fighter, lover and outlaw Puss in Boots becomes a hero when he sets off on an adventure with the tough and street smart Kitty Softpaws and the mastermind Humpty Dumpty to save his town. This is the true story of The Cat, The Myth, The Legend ... The Boots.



Feb. 9 – “The Three Musketeers,” rated PG-13 starring Logan Lerman and Milla Jovovich. They are known as Porthos, Athos and Aramis—three elite warriors who serve the King of France as his best Musketeers. After discovering an evil conspiracy to overthrow the King, the Musketeers come across a young, aspiring hero, D’Artagnan, and take him under their wing. Together the four embark on a dangerous mission to foil the plot that not only threatens the Crown, but the future of Europe itself.



Feb. 16 – “Johnny English Reborn,” rated PG starring Rowan Atkinson and Gillian Anderson. Johnny English, the most unlikely intelligence officer in Her Majesty’s Secret Service, must stop a group of international assassins before they eliminate a world leader and cause global chaos. In the years since MI7’s top spy vanished off the grid, he has been honing his unique skills in a remote region of Asia. But when his agency superiors learn of an attempt against the Chinese premier’s life, they must hunt down the highly unorthodox agent.



Feb. 23 – “Tower Heist,” rated PG-13 starring Eddie Murphy and Ben Stiller. After the workers at a luxury Central park condominium discover the penthouse billionaire has stolen their retirement, they plot the ultimate revenge: A heist to reclaim what he took from them.



Movie nights are Thursdays with movie start time of 6:30 p.m. and dinner available from the Express or Pizza menus from 5-8 p.m.

the video during the week any time from 8 a.m.-4:30 p.m. After watching the video and taking the test sign up for the hands-on portion which is available Saturday and Sunday at 8:30 a.m., 9:30 a.m., 10:30 a.m., 11:30 a.m. and 12:30 p.m. This class costs \$20 and certification is valid for two years. Call to sign up or for more information.

**Wingo Inn
454-3051**

Check us out on Facebook! Arnold AFB Services Wingo Inn

Reservations for Wingo Inn can be made 120 days in advance. Room rates start at \$39 per night. Please call 454-3051 for reservations.

**Gossick Leadership Center
454-3024**

Check us out on Facebook! Arnold AFB Services Gossick Leadership Center

The **Gossick Leadership Center (GLC)** may

be used for events such as meetings, conferences, luncheons, dinners, etc. and is booked through the Services Conference Center Manager (CCM) up to one year in advance. Requests must be made in writing by email to arnold.glc@arnold.af.mil. All event coordinators are required to sign an agreement. Official unit functions are authorized at no charge and are defined as bona fide official meetings or training held as part of the normal duty day. Unofficial and private functions may be held for authorized users at a fee. Community members may host events with the approval of the Services Director for a fee. Outside food and beverages are not allowed. First consideration must be given to Arnold Lakeside Center. In the event they cannot accommodate, an outside source may be utilized with CCM approval. For more information contact the CCM at 454-4003.

**AEDC Woman’s Club
455-5676**

The February AEDC Woman’s Club program will be held on Feb. 7. The program will be given

by Hall Furniture in Winchester. They will be letting us in on the latest ideas in home furnishings.

cast.net or Lucie Miller at 723-2054 or lj-rdmiller@charter.net.

Make reservations by contacting Liz Jolliffe at 393-2552 or JAJolliffe@aol.com, Jane Ricci at 962-1378 or [*This is a private organization which is not part of the Department of Defense or any of its components and it has no governmental status.*](mailto:dickanjane@com-</p>
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The Services insert to the High Mach is designed to inform our customers of events and specials in Services activities. All program dates, times and prices are subject to change.

