Woods to be lowered for ramp repair in February

By Jena K. Daniels
February 2, 2010

Beginning Feb. 1, Woods Reservoir water levels will be lowered two feet to make repairs to the Morris Ferry Dock boat ramp and to replace the current docks.

The lower water level should be achieved by Feb. 15 when work is scheduled to begin. The boat ramp construction should take about four to six weeks, weather permitting.

“Prior to this tool, a presenter would prepare presentations at conferences and other public forums,” said Capt. Robert McFarland, assistant chief of the Tennessee Wildlife Resource Agency (TWRA) engineering division, the old ramp which is 28-feet wide, will be removed and a new one of a similar length will be built in the same location but extending further into the lake, permitting launch at lower lake levels or for larger boats.

The courtesy dock is to be bid out and should be in place by the end of March.

While the water-level is lowered, the two current wooden piers will be removed and one new 8-by-20-foot floating courtesy dock will be installed. The courtesy dock is to be bid out and should be in place by the end of March.

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A searchable photo database is now available for AEDC employees to view and download for public release photos. The database allows employees to search for photos for brochures, presentations and other uses and to be able to download it instantly.

“A new photo database is a great tool for those of us who prepare presentations at conferences and other public forums,” said Bob Walker, 8046 Maintenance Squadron technical director. “Prior to this tool, a presenter had to schedule a photographer, go out into the field, take photos, develop them and spend time processing them for public release. Now, within minutes, the presenter can find photos related to mission, facilities or personnel performing a myriad of AEDC tasks.”

The database is available on Team AEDC’s Community Web site that’s accessible to AEDC personnel.

Walker gives a piece of advice when downloading: users should copy and paste, not cut the photo and not the thumbnail.

To locate the database, log onto to the Team AEDC Community Web site. Under the Summary Links tab, scroll down to AEDC Community Links. Click on AEDC Visual Information—on the left under the Documents tab click on AEDC Public Released Photos.
Project the future to need some. We will do. We've been proven. We can accomplish things that establish new boundaries, break down old walls and literally light the fuse on American ingenuity can do."

**Civilian workforce to transition under General Schedule**

By Tom Sizemore

The Defense National Security Personnel System (NSPS) was born in January 2006, as a response to the need to modernize the personnel system for the Department of Defense (DoD). The shift from a pay-for-position system to a pay-for-performance system is no small change, but it is necessary to maintaining the DoD’s ability to support its missions.

The NSPS is designed to increase the efficiency and transparency of the DoD personnel system. It aims to establish a clear relationship between performance and compensation, with the goal of improving the overall quality of the DoD’s workforce.

The NSPS personnel system will be implemented in phases, with the DoD preparing for this transition over the next few years. The initial transition to a pay-for-performance system will begin in 2010, with full implementation expected by 2012.

The DoD has established a clear framework for the transition, with a heavy emphasis on training and support for employees and managers. The system will be designed to support a workforce that is more responsive to changing mission requirements.

The NSPS personnel system will allow the DoD to better align employee compensation with performance, ensuring that employees are rewarded for the work they do. This will help to attract and retain a workforce that is able to meet the demands of modern warfare.

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Training exercise lends experience for all involved

By Janaé Daniels  
High Mach Editor

Gloria Johnson, Education and Training technician, is hang ing up her AEDC ber this month and beginning another chapter in her life—retirement.

“Look at my life as seasons and this is a transition, entering 20 years of ser vice,” she said. “This season is over and I am ready for the next.”

Johnson’s plan for the next season is to do what she loves to do and that is serving Jesus Christ through ministry and community service. Her husband James is retired from the Air Force and plans to retire from his current position with Alabama A&M Research Institute.

“One plan is to retire from our jobs and do full-time ministry at the church he pastors in Decatur.”

Jokingly, Johnson said her husband will work full-time at the church and she will be his administrative assistant. The Johnsons hope to spend more time with their seven grandchildren and an eighth arriving in March.

The west Tennessee native never planned on a life involved in the military but embraced it as it came.

“When the time was in school I always liked science,” she said. “I imagined myself being a lab technician or something along that line. I never pictured myself as ‘married with children.’”

However, she did marry and has been married for 40 years with biological twin sons and two through guardianship.

Her first opportunity for federal service came when she and her husband were stationed at Royal Air Force (RAF) Bentwaters, England, where she worked at a

Johnson reflects on her time at AEDC and her next journey

and staff trained on it. The physics involved are complex and we’re also dealing with the air flow blockage in the tunnel and the mechanics of getting the air to go the way we want it,” he continued. “It’s tough flying the dog [the model] at extreme angles while using the high pressure jet simulation and avoiding the flow near the side of the tunnel, it can be tricky.”

ATA Project Engineer John Hopf agreed that the challenges the team faced during the test provided a learning curve for everyone involved.

“We went into the test knowing that a lot of what we were going to try to do wasn’t proven,” Hopf said. “In the wind tunnel, we had lots of blockage issues with a large model and the mass flow and running the test at the edge of the tunnel envelope.”

“We approached it as an experiment more than a production wind tunnel test,” he added. “We did get quite a bit of good data. I think we can identify any of this questionable data.”

Information gleaned from the test will go into AFRL’s computational fluid dynam ics database and possibly support future wind tunnel testing.

This dog’s seriousness was unquestionable. Cook said from an evaluator’s perspective, with safety always being paramount, it was remarkable to see the team execute their training in concert with each other.

“The dog executed the handler’s clear and concise commands with little or no hesitation, while the handler maintained not only situational awareness of the scenario, but the safety of all involved.”

The primary purpose of the exercise was to determine the installation’s effectiveness in responding to a domestic terrorism threat utilizing all force protection assets on base.

According to Bob Santee, AEDC’s director of Security Forces, “The ATA defenders really stepped up to the plate and executed their mission in an exceptional manner during the two day long AEDC FPON exercise. I was especially impressed with the ‘can-do’ attitude, hustle and professionalism displayed by each and every ATA officer in response to an extremely demanding and demanding set of threat scenarios that were thrown at them by the AEDC FET [Exercise Evaluation Team].”

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Johnson from page 3

Johnson says what she will miss most are the people. “I will miss my co-workers the most, current and former,” she said. “It has been 16-plus years, I have seen most of them since I have been a member. I had the opportunity to work with some great folks at AEDC, civilian, military, and contractor.

“As far as I am concerned, Network Control rules. I was always cutting them for something and the stuff in the graphics did get a super job in helping us decorate our office after the renovation. My relation- ship with some great folks at AEDC: civilian, military, and contractor.

“Thanked the Lord every day that my wife wanted to have chil- dren,” he said. “This has never been easy, if anybody has ever gotten really about why they’re here; I’m here to rescue and raise two little girls.

“We started this after years of pain, of not being able to conceive,” he continued. “I kept telling my wife that we couldn’t keep going through this as long as she wanted to.

“Keith’s wife told him that having a child was her goal, not being pregnant and she was open to an adoption. Before long, they decided on an international adoption.

“During Holt’s 22-year mar- riage, he and his wife, Karen, had been on the fence when it came to having children. Then about seven years ago, she told him of her desire to have a baby. Unable to conceive, the couple finally decided to adopt a child. They had begun a challenging and remaining journey.

“Before deciding to start a fam- ily, Keith and Karen had travelled extensively and enjoyed a full life. He said as satisfied as they had been with their lives, both personally and professionally, nothing could have prepared them for the profound satisfaction parenthood would bring.

“Gloria and her husband James pose for a group photo with their children and grandchildren. Above left, starting from the left: James Johnson, Devin, Tina and their little girls Briana and Erica DeLaughter; Susan, Kelli, Dianna and Jonathan, Rachel and Max Johnson; Michelle, Karen and Gloria Johnson. Pictured in the above right photo are James and Gloria Johnson with their adopted daughter, Kasen. At the White Swan Hotel,
Another year has come and gone marking the end of the first decade of the 21st century. 2009 brought in many memories for the center and its employees. Here are just a few...

1. January: Paul Jalbert, ATA project manager, and Col. James Jolliffe, 704th Test Group commander, hold a certificate of appreciation that was presented by NASA for the work done on the NASA Ares Stage Separation Test in VKF Tunnel A. (Photo by Rick Goodfriend)

2. February: Winter reared its ugly head when six to seven inches of snow fell in the Tullahoma/Manchester area. (Photo by Tom Penfold)

3. April: Dr. Wim Ruyten, a physicist with Euclidean Optics Inc., a subcontractor with ATA, looks back as he departs AEDC on a bicycle for the ‘Itching for a Cure: Road to Chicago’ fundraising challenge, organized by the PSC Partners Seeking a Cure foundation. (Photo by Rick Goodfriend)

4. July: Left, Gen. Donald J. Hoffman, AFMC commander, hands the AEDC flag to the 26th AEDC Commander Col. Michael Panarisi. The change of command ceremony was held at the 718th Test Squadron headquarters building July 13. (Photo by David Housch)

5. August: Dr. Stan Powell is presented the 2009 American Institute of Aeronautics and Astronautics (AIAA) ground test award by AIAA President David Thompson. (Photo provided)

6. September: Capt. Brandon Herndon talks with eighth graders at the annual Minds in Motion tour. (Photo by Gary Johnson)

7. November: Center engineers played critical role in Ares 1-X test flight. Joe Syler, ATA outside machinist, makes an adjustment to the Ares 1 first stage booster model in VKF’s Tunnel B prior to the resumption of heat transfer testing. (Photo by David Housch)
1. **January**: A group of U.S. Army and NASA officials visited NFAC Jan. 13 to see the NASA Army UH-60 Individual Blade Control test in the 40-by-80-foot wind tunnel. Pictured from left to right, Mark Betzina, NFAC deputy director; M. E. Rhett Flater, executive director of American Helicopter Society; Charles W. Hughes, director of Rotorcraft Engineering with Boeing Helicopters; Phillip W. Hodges, associate director for Aviation and Missile Systems, Aviation and Missile Research Development and Engineering Center (AMRDEC), U.S. Army; Barry R. Lakin-Smith, acting director of Aeroflightdynamics Directorate, AMRDEC, U.S. Army. (Air Force photo)

2. **February**: Chris Graham, AEDC Fire Department driver/operator observes as Charlie Armstrong, Arnold Engineering Development Center fire fighter crew chief, takes a dropper with a liquid chemical reagent mixed with an unknown substance (powder) and applies the liquid to reactive strips to identify the powder. This was part of an emergency response exercise simulating a terrorist chemical attack. As part of the drill, which was held Jan. 28, an envelope containing white powder and a letter with a message in Arabic was delivered and then opened at the center’s Fitness Center. (Photo by Philip Lorenz III)

3. **March**: Scott Bartlett, ATA chief engineer, receives Engineer of Distinction award from Tennessee Tech University.

4. **April**: AEDC officials are heralding a successful first test on the Defense Advanced Research Projects Agency’s (DARPA) Falcon Combined Cycle Engine Test (FaCET) in the center’s Aerodynamic Propulsion Test Unit (APTU), a major milestone on two fronts. This was also the first customer test since APTU underwent a major multi-year and extensive facility upgrade. (Photo by Rick Goodfriend)

5. **May**: A Pratt & Whitney F135 engine for the Conventional Take-Off and Landing (CTOL) version of the F-35 Lighting II Joint Strike Fighter undergoes proof testing, as well as augmentor characterization work, in Arnold’s SL-3 test cell. (Photo by Rick Goodfriend)

6. **June**: U.S. Sen. Benjamin Cardin, D-Md., stops for a photo with engineering students from the University of Maryland while visiting AEDC’s White Oak Site, located in Silver Spring, Md. The students work relevant problems associated with science and physics at Tunnel 9, and their contributions contribute towards advanced degrees. From left to right, Dan Marren, director of AEDC White Oak, Alex Bounitch, a junior majoring in aerospace engineering, Senator Cardin, Pratik Bhandari, a senior in the Aerospace Department, Colin Vandercreek, a graduate student in the Aerospace Department, and Brian Kwong, a senior majoring in mechanical engineering. (Photo by Arnold Collier)

7. **July**: Members of AEDC’s Fire Department provide first aid to a simulated shooting victim after a Security Police team “neutralized” a gunman.

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**Timeline:**
- **January 13**: NFAC and NASA officials visit the wind tunnel for the Individual Blade Control test.
- **February 28**: A drill simulates a terrorist chemical attack.
- **March**: Engineer of Distinction award for Scott Bartlett.
- **April**: First test on the Defense Advanced Research Projects Agency’s Falcon Combined Cycle Engine Test.
- **May**: Testing of the Pratt & Whitney F135 engine.
- **June**: Senator Benjamin Cardin visits the university engineering students at AEDC’s White Oak Site.
- **July**: Members of the Fire Department provide emergency assistance in a simulated shooting scenario.
8. August: Col. Eugene Mittuch, new vice commander sees Arnold as great career opportunity.

9. September: Jason Layne, handler and AEDC Detection Unit, K-9, officer, kneels with Bikkel, the new security dog. (Photo by David Housch)

10. October: AEDC’s Mark I Space Chamber was the setting for Evening at Arnold, which hosted elementary, middle and high school teachers from three counties and several local communities. (Photo by Rick Goodfriend)

11. November: ‘Cultural walk’ puts Arnold’s past into perspective.

12. December: ATK’s CASTOR® 30 was ground tested at AEDC in a specialized vacuum chamber that simulates the altitude at which the upperstage motor will operate. (AEDC photo)

Center photo: Airman Magazine’s visit to AEDC to cover activities going on at the center and to recreate a historical photo. (Photo by Lance Chueng)

Clockwise from the top
A. January: Gregg Beitel, ATA Technology and Analysis branch engineer, shows Air Force Chief Scientist Dr. Werner Dahm some of the instrumentation that has been tested using the J85 engine at the Propulsion Research Facility on the campus of UTSI. (Photo by David Housch)

B. June: AEDC Security Police officers provide protective cover for a team of security police first responders as they move down the hall of the second floor of the A&E Building during the initial phase of an active shooter training exercise. The first phase provided emergency response training for the building’s occupants. The second phase of the exercise gave the public affairs staff and AEDC’s commander some realistic training in timely communication to the base populace and the public. First responders also included a Rural/Metro ambulance and crew from Franklin County. (Photo by Rick Goodfriend)

C. June: Randy Plattenburg, an ATA test engineer, inspects the Orion crew module and launch abort system model during a configuration change between aerodynamic effects test runs on the model in 16T. (Photo by Rick Goodfriend)

D. March: Rick McIlmoil and Jose Rosario, NFAC aircraft mechanics, conduct preflight checks of the UH-60 rotor prior to another phase of the Individual Blade Control test in the facility’s 40 by 80-foot wind tunnel. (Photo by Jeff Johnson)

E. May: AEDC Commander Col. Art Huber presents a commander’s coin to Tim Thompson of the Muscogee (Creek) Nation of Oklahoma. (Photo by Rick Goodfriend)

F. January: Col. Gerald Curry spoke at AEDC’s annual Dr. Martin Luther King Jr. observance event Jan. 9. His message of service to others and hope resonated for both AEDC personnel and four Air Force ROTC cadets who attended the event. (Photo by David Housch)
A team meeting will be held Jan. 12 in the large DO conference room from 11 a.m.-noon to rally teams for this year’s Relay For Life relay in Manchester April 23-24. Last year two AEDC teams showed their support and raised more than $6,300.

“Participation last year far exceeded my wildest dreams,” said Dee Wolfe, survivor and AEDC event coordinator. “When I first proposed this idea to the base, I had hoped to garner enough interest to support one team with a goal of $1,500 in donations. The fact that we, Arnold AFB, supported two teams and raised more than $6,300 was just amazing.

“This year I hope to have at least two teams, if not more, and to double the donations we turn over to the American Cancer Society,” she said.

For more information, contact Dee Wolfe at 454-4313 or by e-mail at dee.wolfe@arnold.af.mil or Shawn Wolfe at 454-6500 or by e-mail at shawn.wolfe@arnold.af.mil.
Fifteen F-22 Raptors from the 90th Fighter Squadron at Elmendorf AFB, Alaska, are slated to deploy to Andersen AFB, Guam, in January. The deployment supports U.S. Pacific Command’s theater security packages in the Western Pacific. (Photo by Senior Airman Cynthia Spalding)

F-22A Raptors to deploy to Guam

Hickam AFB, Hawaii

– Fifteen F-22 Raptors are scheduled to deploy to Andersen AFB, Guam, in January 2010 for approximately three months.

The fighters and associated personnel will deploy from the 90th Fighter Squadron at Elmendorf AFB, Alaska.

The deployment supports U.S. Pacific Command’s (PACOM) theater security packages in the Western Pacific and follows the recent departure from the theater of two deployed squadrons of F-22s that also were supporting PACOM’s TSP.

The fighters and personnel deployed to Andersen AFB, Guam, and Kadena Air Base, Japan, completed their redeployment in October 2009.

AEDC has done extensive aerodynamic and propulsion ground testing on the F-22 Raptor and F119 engine that powers the aircraft. The Raptor is a transformational combat aircraft that can avoid enemy detection, cruise at supersonic speeds, is highly maneuverable, and provides the joint force an unprecedented level of integrated situational awareness.

As part of continuing force posture adjustments to address worldwide requirements, U.S. officials continue to deploy additional forces throughout the Pacific region. This is the latest example of the flexibility U.S. forces have to meet their ongoing commitments and security obligations throughout the Pacific region.

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AEDC to celebrate Dr. King’s birthday

Jamerson

AEDC’s work force will have an opportunity to observe and celebrate the birthday of Dr. Martin Luther King Jr., at 8:30 a.m. Jan. 15 in the A&E Lobby.

The guest speaker for the event will be Col. Allen J. Jamerson, who is the 72d Air Base Wing and Installation Commander at Tinker AFB, Okla.

Jamerson is responsible for a $260 million operating budget and more than 3,000 personnel providing base operating and direct operational support to the Oklahoma City Air Logistics Center, 552d Air Control Wing, Navy Strategic Communications Wing One, 3rd Combat Communications Group, 507th Air Refueling Wing and 45 other associate units including the Defense Logistics Agency, Defense Information Systems Agency, Defense Finance and Accounting Service and 38th Engineering Installation Group.

An F119 engine, the power plant for the F-22A Raptor, undergoes sea level Accelerated Mission Testing (AMT) in SL-2. (Photo by Rick Goodfriend)
Pratt & Whitney delivers final carrier variant F135 engine

The F-35 Joint Strike Fighter F135 engine, undergoing ground testing in the J-2 test cell, set a record for the longest duration test ever at the test center, logging 32 consecutive hours.

This F-35 Joint Strike Fighter F135 engine, being developed by Pratt & Whitney Military Engines, is manufactured at GE and delivered to our military men and women. It is also trained on the day when our first production F135 CTOL engine will be installed in a production F-35 and delivered to our military men and women.

Compiled from an article by Erin Dick, Pratt & Whitney Military Engines.

AEDC-tested engine hits 100,000 in-service flight hours

East Hartford, Conn. – The Engine Alliance GE-Pratt & Whitney Military Engines has achieved another milestone, reaching 100,000 revenue flight hours at the end of December.

Gary Blaisdell, Pratt & Whitney’s site manager at AEDC, is proud of the work that contributed to the delivery of this final F-135 CTOL/CF engine.

“To date, Pratt & Whitney has conducted more than 3,500 hours of altitude and sea level development and qualification testing at Arnold AFB’s ground test facilities,” he said. “The F-135 engine will continue to be tested at Arnold AFB throughout its service life to continuously improve on its performance and reliability.”

The first F135 test was conducted in AEDC’s C-4 engine test cell in November 1998. Since that time, 35 test articles have been evaluated and tested by the team at AEDC, enabling the development and maturation of the fifth generation fighter engine for production deliveries.

Warren Boley, Pratt & Whitney vice president of F-135 Engine Programs, spoke highly of everyone who contributed to the program over the years.

“I am tremendously proud of the Pratt & Whitney F135 team who has worked so tirelessly over the last eight years, in partnership with the F-35 Joint Program Office and Lockheed Martin, to get to this significant point in the F135 program,” Boley said. “This final CTOL/CF F135 engine delivery is another demonstration of the continued maturing of this engine program, which has logged more than 12,850 production hours and will begin production engine deliveries later this month.”

Pratt & Whitney has delivered 17 flight test engines and expects to deliver the final Short Take-Off and Vertical Landing (STOVL) flight test engine early this year.

What makes this milestone even more exciting is that it signifies a transition from development activity to production, as we are poised to deliver our first production CTOL/CF F135 engine within several days of delivering this final CTOL flight test engine,” Boley said.

“We are proud to continue successfully powering the F-35 Lightning II flight test program, and our engines are also trained on the day when our first production F135 CTOL engine will be installed in a production F-35 and delivered to our military men and women.”

Compiled from a story by Erin Dick, Pratt & Whitney Military Engines.

Pratt & Whitney has delivered its final Conventional Take-Off and Landing/Carrier Variant (CTOL/ CV) F135 flight test engine to the F-35 Joint Program Office, marking another major milestone as the program transitions from System Development and Demonstration to Production.

Gary Blaisdell, the Pratt & Whitney site manager at AEDC, said it is important to understand the work that contributed to the delivery of this final F-135 CTOL/CF flight test engine.

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Gary Blaisdell, the Pratt & Whitney site manager at AEDC, said it is important to understand the work that contributed to the delivery of this final F-135 CTOL/CF flight test engine.

“This milestone even more exciting is that it signifies a transition from development activity to production, as we are poised to deliver our first production CTOL/CF F135 engine within several days of delivering this final CTOL flight test engine,” Boley said.

“We are proud to continue successfully powering the F-35 Lightning II flight test program, and our engines are also trained on the day when our first production F135 CTOL engine will be installed in a production F-35 and delivered to our military men and women.”

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Milestones

45 YEARS
Lynneth Redford, ATA

40 YEARS
Rita Bell, ATA

35 YEARS
Robert Lindeman, ATA

30 YEARS
Zeldra Jefferson, ATA
Robert Lindeman, ATA

25 YEARS
Jonathan Mansfield, ATA
Ruth Clawson, ATA
Stanley Downs, ATA
Michael Pepple, ATA

20 YEARS
Michael Rampy, ATA
Vernon Rogers, ATA
Drew Powell, ATA
Melissa Miller, ATA
William Epley, ATA

15 YEARS
Barry Henderson, ATA
George Jenkins, ATA
Christopher Harter, ATA
Lori McIntosh, ATA
Mary Hawkersmith, ATA

10 YEARS
Jeffrey Stevenson, ATA
Stephanie Shetters, ATA
John Nunley, ATA
Corey Rice, ATA
Deborah Wiser, ATA

5 YEARS
Jason Bramblett, ATA
Bob Lindeman, ATA, 35 years

Bryan Jones, an ATA computer network technician, repairs a laptop during his work day. Jones is a Manchester native and has been at AEDC since 1996. (Photo by David Housch)

People @ work

In Memoriam

Vivian Elaine Morgan, of Tullahoma passed away Jan. 4 at the age of 57. Morgan worked as an administrative assistant in the Flight Systems Plant Operations at VKF. She was a member of St. Paul the Apostle Catholic Church. She is preceded in death by her father, John C. Gafford and her step-father, David G. Burns. Morgan is survived by two daughters, Jennifer (Kevin) Black of Tullahoma and Courtney (Aaron) Parker of Manchester; her mother and stepfather, Vivian and Robert Warwick of Tullahoma; two brothers, Chris Burns of Seattle, Wash., and David Burns II of Chattanooga, Tenn. and three grandchildren, Ian Black and Abigail and Trace Parker.

For those who wish donations can be made to the American Heart Association.
Malugin's Grill is open seven days a week from 7 a.m. to 9 p.m. Try the “Good Morning Breakfast” special Monday through Thursday. This includes your choice of bacon or sausage, hash browns and muffins and gravy for $4.80. Breakfast is served until 10:30 a.m. New lunch specials for January are Monday hot ham and cheese sub, fries and fountain drink for $6; Tuesday grilled chicken salad crossaint, fries and fountain drinks for $6; Wednesday: turkey club Panini, fries and fountain drink for $5; Thursday: chili dog, fries and fountain drink for $5; Friday: club sandwich, fries and fountain drink for $6. Try the soup of the day with a malugini. Malugin’s Grill makes a variety of soups and includes unlimited salad and dinner rolls. Call ahead for advance or go on line at 454-7076. Remember to show your membership card. Plus membership card for a discount on purchases of $4 or more.

A new range ball machine has been installed at Arnold Golf Course. In addition to tokens, a preloaded card can be purchased which will allow use of the range balls after hours and at a discounted rate. Range lighting is now available for night hitting. Discounts range from 15 to 30 percent depending on the quantity purchased.

Arnold Golf Course
454-7076

Malugin’s Grill offers new lunch specials starting from $7. In addition to tokens, a preloaded card can be purchased. There is a 10 percent discount for night hitting. Discounts range from 15 to 30 percent depending on the quantity purchased.

Arnold Lakeside Center
453-3350

Arnold Lakeside Center has installed new televisions and satellite programming to offer more football games. Wild Card playoffs will be in The Landing Jan. 9 and 10. Times are still to be determined by NFL Divisional playoff games coming Jan. 16 and 17 with times still to be determined. Championship playoffs will be Jan. 24. Super Bowl Party will be Feb. 1 at 5 p.m. to accommodate the big screen. During these games, buy one get one free on any 12-ounce or 25 cent candy (candy in store only). Take-out pizza orders during game time are $2 off.

Pizza & Chicken Wednesdays
Call ahead to 454-5555 to order takeout pizza or call ahead for a free children’s lunch or office lunch group or family gathering. Pizza and Chicken are available for pick-up on Wednesdays from 11 a.m. to 1 p.m. No delivery available. For better service, you may call any day and any time.

Cooper's: 3395 and pizza are available in 12 or 16 inch and range in price from starting at $7. House favorites include the Fajita (chicken), Eagle pepperoni and cheese and Soprano pizza and bacon coordinates are required to sign an agreement.

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