After 60 years, the mission remains the same at AEDC

By Patrick Ary
Aerospace Testing Alliance

Ask Don Jones what the biggest change has been at AEDC over the last 60 years, and it won’t take him long to answer.

“Computers. We didn’t have all the bells and whistles,” said Jones, 68. “We still had manometer boards when I first came in, and we used slide rules.

Jones, who works as a project engineer at the Engine Test Facility’s C-1 test cell, doesn’t mention that other things couldn’t be made once a test started, so workers had to be diligent in setting conditions.

“The early control rooms had a balcony where the analysis personnel were stationed,” Jones said. “Technicians would read the gauges and write the data down on the clipboards, and you would bring the clipboards up to the balcony and slide rules tools to help with the calculations to determine test point conditions.

Today’s testing environment is complete, there was more labor-intensive work to process the test data.

“To get the pressure data back after the test, pictures of the manometer boards used to record test pressures had to be read,” Jones said. “Each fluid level of the individual manometers was recorded into a Deciphenol and then you had math data sheets transcribe them into paper tape and you loaded those into the computer. So it was two or three days before you got final data back from a test run. Everything was by gauges and hand calculations in the control room.

Today computers handle all the data processing, and they store all the data when turbine engines are tested in one of the eight EFT test cells online today. In a matter of decades, the technology has leapfrogged the equivalent of knuckle-dragging to the ability, in real time, to test all aspects of turbine engine operation.

“It seems almost caveman to you now,” he said. “I wasn’t that long ago. It was the 60’s.”

Even though Jones keeps his slide rule at home now instead of at work, he says the essentials of the job aren’t any different.

“They are using their expertise ourselves,” said SBIR committee member Will Malloy. “So we looked to TVA because the company has people who are always looking for new ways to save energy.

“We recognize that we’re not energy experts ourselves,” said SBIR committee member Bill Hainge. “They were really happy to come down here and talk with us.

Their initiative is just one of many at AEDC. Chief Technologist Dr. Edward Kraft’s desire to find ways of saving energy on base.

“I started an exercise not quite a year ago and said ‘OK, what are all the things we can possibly do to offset our energy costs or conserve energy?’” Dr. Kraft said. “In the initial discussions, nothing’s off the table. The SBIR is a great opportunity to be competitive and show what can be done.

“The thing that puts us out of business is different from most because the power in the military as well as the commercial aviation industry can be performed in almost real-time.”

Since March 1, 1964 – when the first turbojet engine test operation began at AEDC’s F-2 test cell – a host of innovative fighter jet engines have come through AEDC. the F-100 Shaker of the F100-GE-100 made by General Electric, the Pratt & Whitney F119 engines for the F-22A Raptor.

Colonel Panarisi, who has overseen AEDC’s aerospace test facilities since July 13, 2009, where he took over duties from Col. Art Huber.

AEDC pursues different ways to conserve energy

By Patrick Ary
Aerospace Testing Alliance

It’s an unavoidable cost of doing business: in order to fulfill AEDC’s mission, the base has to consume power – at times, a massive amount of it.

That’s why AEDC workers are actively working to lessen the energy use and ultimately the cost of the rigorous testing that goes on in base facilities.

Engineers in AEDC’s technology branch, tasked with finding projects for small businesses to invest in, recently got in touch with the Tennessee Valley Authority in an effort to find ways to decrease AEDC’s energy footprint.

The AEDC group looking into new technology for Small Business Innovation Research (SBIR) topics reached out to TVA because the company has people who are always looking for new ways to save energy.

“We recognize that we’re not energy experts ourselves,” said SBIR committee member Will Malloy. “So we looked to TVA because the company has people who are always looking for new ways to save energy.

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“The thing that puts us out of business is probably not going to be getting its. It’s more likely to be the cost of energy.”

Steve Frasier, owner of S&F Manufacturing & General Manager

Colonel Brewer received his commission in 1986, graduating from North Carolina State University with a Bachelor of Science in Electrical Engineering.

After pilot training, he flew the F-11F and F-15E before attending USAF Test Pilot School in 1996. He was selected to be a member of the 445th Test Flight Squadron as an F-15 experimental test pilot. He also served at the F-22 system program office as a test programs manager.

Colonel Brewer is a command pilot with more than 3,200 hours flying the F-111, F-15E, and F-16 and has combat experience in both the F-111 and F-15E.

Colonel Brewer is heading to Eglin AFB to serve as the base’s director of operations.

AEDC: the A-10 Thunderbolt II’s TF34-100 engine for the F-22A Raptor.

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April 10 marks the begin- ning of National Crime Victims’ Rights Week – a time to honor victims and the advocates of victims’ rights. This year’s theme: “Reshaping the Future, Honoring the Past – Evolve to a New Image.” The theme emphasizes the need to evolve and help victims rebuild stronger lives.

For victims, reshaping the future means confronting the crimes that have forever altered the direction of their lives. For advocates, it means broadening the scope of their work to include a variety of service agencies providing support to victims as they move forward in their lives.

In the year 1990, the U.S. Congress, responding to an outpouring of concern about victims’ needs and rights, instructed the Justice Department to develop an annual observance to help ensure that the rights of those who are victims of crime are respected. When the observance was first held in 1990, it was called “National Victim’s Rights Week.”

AEDC, a TA or Department of Defense, the Army learned of the Air Force’s interest in the site, the Army was deactivating the original preferred location there (even if I often feel alone, unconnected and dissatisfied. We send them our love and support, our thoughts and our prayers. Our families are “with” their children, playing, running, wrestling, and simply being there – management – professional and personal goals.

On the front page –

You may have noticed the header on the front of this issue, “We will feature the reproduction of the very first High Mach that was published in 1948.” To mark the 65th anniversary of AEDC, we will feature different High Mach front pages through all of these issues. We will feature all of the High Mach front pages through all of these issues.

A good wingman is always ‘with’ you.

By Maj. Jason Whittle

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Ed. Greer, the Deputy Assistant Secretary of Defense for Developmental Test and Evaluation (DTE&E), will deliver keynote address at the 2011 AEDC Fellows Banquet.

AEDC supports more than 50 years of testing for T-38 Talon

By Shean Jacobs

AEDC supports more than 50 years of testing for the T-38 Talon. The T-38 is a twin-engine supersonic jet trainer used in a variety of roles because of its design, economy of operations, ease of maintenance, high performance and exceptional safety record.

The Talon first flew in 1959. More than 1,100 were delivered to the Air Force between 1961 and 1972 when production ended. In 1958, prior to its first flight, the T-38 Talon underwent aerodynamic testing including drag studies in AEDC’s 16T wind tunnel facility.

In the 1960s, AEDC tested the Talon’s propulsion system, the 385 turbojet engine manufactured by General Electric, to verify performance and operability.

In the late 1970s, as part of a comprehensive Air Force Program Laboratory program to examine the environmental effects on the environment, a 385 engine was tested using a mobile pollution detection.

Dr. Malloy described the overall goals of the AEDC-APTC collaboration.

The AFTC and AEDC provided the test data and knowledge the program needed to select the final configuration for go-ahead for the remainder of the weapons system."
‘Design of experiments’ approach pushed for base ground testing

By Philip Lorenc III
Aerospace Testing Alliance

A recent lunch and learn Technical Excellence seminar on the concept behind “designs of experiments” (DOE) represented the latest salvo generated by AEDC’s leadership to encourage integrating that approach into ground testing at the world’s largest ground testing systems.

For approximately three years, an effort has been underway at AEDC to formally bring DOE into the picture – an effort that has included seminars, classes and case-by-case applications of the approach to testing and test planning processes contributing to testing.

Jerry Kitchin, AEDC’s deputy director of engineering and technical management, is in charge of navigating the way for the introduction and incorporation of DOE into ground testing at the base. According to Kitchin and other advocates of the approach, DOE can be applied to ground testing at AEDC and will enable engineers to determine simultaneously the individual and interactive effects of many factors which could affect the results in a given test and the effect those factors will have on the system being tested.

Glen Lazalier, an aerospace engineer whose AEDC career spans 46 years, explained how DOE works.

“DOE is the application of a rigorous process to the selection of the test points used to produce optimal information from a given set of test resources,” he said. DOE includes ways to investigate both the direct and interactive effects of multiple input variables on desired output variables by simultaneously varying the inputs in a disciplined and mathematically-appropriate manner.

Lazalier was one of the first engineers at Arnold to apply DOE to a test.

In 1976, Lazalier began working on the concept behind DOE for an energy spike, and it’s something that waste heat through process changes and making sure everyone is aware of how they can save energy, Pearson said. Those initiatives have saved money and energy without significant investments.

Looking to the future, Pearson says everyone involved realizes saving energy is important and will only become more so, thanks to oil-producing countries with potentially unstable governments and developing nations like India and China that will continue to consume more energy. The thing that puts us ahead of our business is probably going to be budgets,” Pearson said. “It’s more likely to be the cost of energy. We use a lot of it and if we don’t purchase it at a reasonable price our customers may exceed their energy consumption budget, and we may have to pay.”

In addition to Dr. Kraft and team’s work on new initiatives, PATA is planning an energy conference in the summer that would bring together TVA, the Department of Energy, ORNL, UTMSI and UT-Knoxville to start a dialogue on energy conservation.

“TVA and DOE and other possible partners is in the early stag- es, but everyone involved agrees that there is potential for savings and increased energy efficiency at AEDC. It’s hasn’t really material- ized, but we definitely are further than we were a month ago,” Maddox said. “We’re evolving these rela- tionships and everyone seems very receptive.”

As for Dr. Kraft, he’s ready to hit the road to pitch an idea, hopefully by mid-summer.

“I’m hoping in the next three or four months we have one of those guys by the fall that we can actually start some conversations with,” he said. “We have a lot of work ahead of us, but I’m enthused by the enthusi- asm people have out there. And people are thinking, so we’re starting to come up with good ideas.”

Joyce Hames, DOE at Arnold to apply DOE to a test.

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and save money, and has Eagle and F-16 Fighting test ever: an 11-month CIP finished its longest-running altitude testing on engines ETF conducts sea level and improving engines that are program is responsible for (CIP) program. The CIP workload is the Component qualified per the design to that this propulsion system does that occur in the experiment process," McAmis said. "If you put the test business where unanticipated findings occur in the experiment and adjustments in the test plan need to be made. So the direction in the experiment can change a little or a lot due to those unanticipated findings within these really complicated experiments. Our test engineers are some of the best 'maestros' in the world, orchestrating the facility and a large test team to achieve planned objectives." The challenges of complex turbine engine experiment is offset in part by the many advances in mechanical and electrical test support equipment, instrumentation, data acquisition, controls, data analysis tools and automated measurement devices. McAmis, who has worked in various divisions of propulsion for 37 years, said that major in the 27 years on base. Changing test conditions occurs rapidly and acquisition of data can now be done in real time, analysis can produce trends and tabulate data in real time as well. This enables the continuous testing. We can be about how the test progress phenomena. Ground testing also allows for detailed data for component performance, operability and durability because extensive in-stratification can be used and recorded at high data acquisition rates necessary to resolve physical-driven phenomena. Ground testing also allows for extensive parametric variations to define almost all influence factors. Augmenter testing, for example, requires sustained engine operation at high fuel consumption-operating conditions, which is usually completed using AEDC ground test facilities with associated fuel storage and delivery systems. "Because of our facility, our fuel supply system is continuous," McAmis said. "We can perform continuous testing. We can be much more efficient than flight test and again, it's always connected with the opportunity to have a lot of instrumentation." In addition to engine characterization testing, accelerated mission tests (AMTs) are conducted in SL-2 and SL-3 by executing the damage producing flight maneuvers of every mission for the aircraft for which the engine under test supports. This enables engine hardware life limits to be validated and defined prior to these limits being discovered in fielded aircraft. One of the other big fac-
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The first jet engine test at AEDC in 1953 required design and construction of a thrust stand for the J47 turbojet (File photo)
et. Already familiar with DOE through his undergraduate studies, an ongoing F7 engine evaluation project was an ideal opportunity for developing the test plan and execution of the test using DOE.

“The results of the application of DOE showed a significant increase in information produced from a specified set of test resources,” Lazalier said. “However, in subsequent years proposed uses of DOE were often met with reluctance by the user community who were more comfortable with a one-at-a-time test parameter variation methodology.

“While many DOE methodologies are limited by an inability to address significant discontinuities in parametric variations, their use for situations in which there is a ‘smooth’ variation will provide a marked multiplier on information returned for a given resource use.”

“More recently, an effort has been underway at AEDC to formally incorporate DOE in ground testing whenever it is appropriate and applicable.

“We’ve been applying DOE everywhere we can at APTU (Aerodynamic and Propulsion Test Unit).”

During FaCET (Falcon Combined Cycle Engine Test) testing, Vaughn’s team initially tried to incorporate DOE into work on the faired-nozzle combustion air heater (FAH). This effort proved unsuccessful, but appropriate uses for DOE were subsequently found and explored.

“At the conclusion of the Call activation project, we completed projects scoped to characterize three of the APTU fixed area ratio nozzle designs in preparation for the FaCET (Falcon Combined Cycle Engine Test) test.”

He said, “With help from Dr. (Doug) Garrard we were able to develop and apply DOE to characterize the FaCET inlet capture area of the nozzle exit flow.

“We were then able to use that correlation to set FaCET desired conditions with 100 percent success. The approach was verified during the FaCET runs where the data collected agreed well within the required specifications they requested of the design point.”

“The most recent application of DOE into a ground test at AEDC and subsequent flight test series, centered upon the development and validation of a Towed Airplane Plume Simulator (TAPS) for the DoD Center for Countermeasures, based in White Sands, N.M.”

When AEDC’s Dr. Robert Hiers was helping his team with the design and characterization of the device that evolved into TAPS, he became aware of DOE through a directive written by Dr. J. Michael Gilmore, the director of operational test and evaluation for the Office of the Secretary of Defense.

Dr. Hiers said, “That directive filtered down (to us) at the same time we were designing our flight test series and we had been struggling with what approach to take to characterize TAPS.

“Kitchen points out that DOE is not always the appropriate approach to a given ground test at AEDC. "Design of experiments is a planned approach for determining real relationships between inputs and outputs of any process or system that is measurable," he said. "However, DOE is just another tool in our toolkit."

Dr. Hiers, who agreed with Kitchen’s assessment, said, “You have to ask the right questions to determine whether DOE is going to be a valid and appropriate tool.”

Gregg Hutto, Wing Operations Analyst with the 46th Test Wing at Eglin AFB, Fla., has been one of the leading advocates for the Air Force’s use of DOE in both ground and flight testing.

In an American Institute of Aeronautics and Astronautics published report titled Application of Design of Experiments to Flight Test: A Case Study, Hutto wrote, “In times of enormously expensive flight test programs, the efficiencies realized through the application of designed experiments to flight test could mean the difference between the timely delivery of a needed capability to the warfighter; an over cost, late, under-performing system; or outright cancellation of the system. Design of experiments has the capability to make flight test safer and more efficient.”

Hutto said his advocacy for a DOE approach to testing is based on practical considerations. “Our passion for experimental design is easy explained,” he said. “With a test not constructed according to the principles of DOE, we are assured that we will rarely fail to discover deficiencies whatever they exist. That is, our tests are effective in uncovering flaws.

“At the same time, we can ‘right-size’ the experimental effort – calling for no more, or no fewer trials than are required to learn the truth. A designed experiment is efficient – the least cost for what we must know. We experiment well so our warriors don’t have to. The ultimate cost of poor testing is failure in combat.”

DOE from page 4
Prescribed burn

Workers at AEDC cleared portions of the base south of Wattendorf Highway with a prescribed burn March 21. The purpose of the burn in the Camp Forrest Old Impact Area South historical range was to clear away the layer of leaves and weeds possibly concealing unexploded ordnance (UXO) that has been the subject of a continued clearance project on the base. Smoke from the burn caused AEDC police to reroute traffic on Wattendorf Highway for short periods of time on March 21 and 22, but the fire remained within the boundaries set for the prescribed burn. (Photos provided)

Milestones

35 YEARS
Dennis Barnes, ATA
Barbara Casey, ATA
S.M. Northcutt, ATA
Paul Girata Jr., ATA
Candace Woodall, ATA
Robert Bailey, ATA

30 YEARS
Paul Girata, ATA
John McInturf, ATA
Gary Frost, ATA
Donald Brandt, ATA
Peter Cotts, ATA

25 YEARS
Tony Barratt, ATA
David Bond, ATA
Thomas Bailey, ATA
Jackie Wozman, ATA

20 YEARS
William Lynch III, ATA
Max Andolsek, ATA
Terry Hayes, ATA
John Wright, ATA
Randy Hartman, ATA

15 YEARS
Thomas Bowlen, ATA
Marcella Frix, ATA

10 YEARS
Joan Slater, ATA
Phyllis Lafferty, ATA
William Godz II, ATA
Vivian Seals, ATA
Klaus Schug, ATA
Chad Bloom, ATA
David Ehrhardt, ATA

5 YEARS
Jerry Washington, ATA
Brian Jones, ATA
Phyllis Lafferty, ATA
William Godz II, ATA
Vivian Seals, ATA
Klaus Schug, ATA
Chad Bloom, ATA
David Ehrhardt, ATA

10 YEARS
David Beavers
Cecil Davidson
Brian Jones
Phyllis Lafferty
William Godz II
Vivian Seals
Klaus Schug
Chad Bloom
David Ehrhardt

30 YEARS
Tommy Gray
Grady Rutledge
David Beavers
Cecil Davidson

30 YEARS
Brian Jones, ATA
Phyllis Lafferty, ATA
William Godz II, ATA
Vivian Seals, ATA
Klaus Schug, ATA
Chad Bloom, ATA
David Ehrhardt, ATA

5 YEARS
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Brian Jones, ATA
Phyllis Lafferty, ATA
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William Godz II, ATA
Vivian Seals, ATA
Klaus Schug, ATA
Chad Bloom, ATA
David Ehrhardt, ATA
Lt. Carl Tegtmeier, AF

RETIEMENTS
Lt. Col. Thomas Fuzelouer, AF
Charles Evans, AF
John Jones, ATA
Thomas Dauplatta, ATA
Philip Clark, ATA
Wylie Brown, ATA

NEW HIRES
William Garner, ATA
Temi Rugen, ATA
Richard Bratcher Jr., ATA
James Winger Jr., ATA

PROMOTIONS
Ricky Bush, ATA
Karl Smartt, ATA

Prescribed burn

Workers at AEDC cleared portions of the base south of Wattendorf Highway with a prescribed burn March 21. The purpose of the burn in the Camp Forrest Old Impact Area South historical range was to clear away the layer of leaves and weeds possibly concealing unexploded ordnance (UXO) that has been the subject of a continued clearance project on the base. Smoke from the burn caused AEDC police to reroute traffic on Wattendorf Highway for short periods of time on March 21 and 22, but the fire remained within the boundaries set for the prescribed burn. (Photos provided)
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was going to be comprised
Arnold AFB was his first.
mutual support.”
talk through responses andThese meetings allow us to
we respond to incidents out in
better chance of intercepting
it before it impacts the
base. Additionally, we often
as a mutual aid response.
Every incident that we deal
part of law enforcement.
working is a very valuable
talking about crime and
as a task force officer,” he
AEDC Police Force
involving AEDC.
AEDC is always a good thing.
they come out here
was able to help each other
and the budget problems
we have now.
We will be talking with
about what is the best practices, training.
talk about general topics
whether or not they are
and the sheriff’s departments
in the area. It has also been
imperfect, and the community
quickly to detect and
app rounding the Arnold
such as the ability of
advocate Maj. Mitzi Weems
the event.
AEDC Staff Judge Ad
the event, and the
AEDC’s Police Depart-
ment and the Arnold
AEDC’s Police Depart-
ment held an annual “work-
ting luncheon” that brings law enforcement agency representatives from throughout middle Tennes-
see together at the Arnold Lakeside Center Feb. 25. AEDC Police Chief Rick Trull said there were approximately 50 officers from 12 departments who attended the event.

“This is an opportu-
nity for the local agen-
cies surrounding Arnold to get together and discuss enforcement issues that impact all of us,” he said. “At the stated luncheon, if Arnold is ever adversely
affected by a terrorist act or anything similar, it will pass through one of the lo-
cal communities before it gets to us. If we can detect it out there, we have a much better chance of intercep-
ting it before it impacts the base. Additionally, we often respond to incidents out in our wooded and wildlife management areas either as a secondary response or as a mutual aid response. These meetings allow us to talk through responses and mutual support.”

For Charlie Sewell, chief of the McMinnville Police Department, the visit to Arnold AFB was his first.

“Had no idea the event was going to be comprised of that many members of law enforcement,” Sewell said. “I was pleasantly sur-
priised to see representa-
tives from so many agen-
cies, and especially those agencies that I rarely get to have interactions with.

“When law enforcement officers know each other they are much more likely to reach out for assistance. We share crime trends and investigate similar types of crime. Information sharing can be a great investigative tool in solving crime.” According to Steve Lut-
rell, AEDC Police Force
investigator, who did all the
investigation, it serves an opportunity to become more ac-
adapted and share information on issues all agencies have in
common.

“It’s more of a work-
ting luncheon where local police departments, sher-
iff’s departments and law enforcement get together to talk about general topics of mutual concern,” Lutrell said. “We discuss crimi-
nal activity in the area or processes where we might be able to help each other and the budget problems we have now.

“We will be talking with the sheriff’s departments about multi-jurisdictional SWAT teams or response teams and things like that.”

Sewell added, “Neg-
working is a very valuable
part of law enforcement. Every incident that we deal with is different from the
next. It has been my expe-
rience after nearly four de-
cades in the profession that when I face an unusual or
difficult situation, someone from another law enforce-
ment agency has already
 addressed that situation. This is more particular-
ly true in regards to issues
with personnel. An event
like this is also a good
place to share information about best practices, training to
ols and pros and cons of
certain equipment.”

Lutrell’s son Heath, who is assigned to the Drug Enforcement Agency (DEA) in Chattanooga, also attended the event with the AEDC.

“I am assigned to a DEA
task force in Chattanooga as a task force officer,” he
said. “Any time we can get together and share infor-
mation and just see what’s
going on in the community, it’s always a good thing. I’m in the river with the
Guard, so I come out here all the time.”

Sgt. Steve Moore, with the Tennessee Highway Patrol (THP), was among other THP officers who at-
tended the luncheon.

Moore, an Air Force
retiree, had been at AEDC a year earlier to attend the first Police Officer Stan-
dard and Training (POST) certification for a large number of Arnold’s Police Force officers. He said last week’s luncheon provided a good opportunity for law enforcement agency representatives to find com-
mon ground and get better acquainted.

“I’ve always been in-
volved out here,” he said.

Chief Trull said, “The
THP are some of our class-
est neighbors, being just a
few miles down the road
at the state weigh station
on I-24 and they provide
us with great information
and support in the area of
large vehicle movements
and violations as well as
HAZMAT awareness and
vehicle inspection informa-
tion for truckers.”

AEDC Staff Judge Ad
vocate Maj. Mitzi Weems
also attended the luncheon.

“It is important for the
base legal office to build relationships with local law enforcement
so we can partner with them in supporting military victims
and witnesses of crimes,
since in our positions of
a military member who
has committed a crime off base,” she said.

Tennessee State Rep.
JoDel Matheny, who has a background in law en-
forcement, spoke to those
attending the event about
the current law enforcement-related bills that are pend-
ing in the Tennessee House Representatives.

Area police meet at AEDC to discuss common issues

By Phillip Lorenz III
AEDC Police Department

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.

454-3600

Live fire drill

AEDC Police Chief Rick Trull confers with Franklin County Sheriff Tim Fuller about issues affecting all local law enforcement agencies during the recent annual “working luncheon” held at the Arnold Lakeside Center. (Photo by Rick Goodfriend)
Employee assistance program resources available for AEDC's military work force and retirees

By Donna Miles

WASHINGTON - The AEDC now offers a new program to assist active-duty military personnel and families with certain legal and financial issues, including family and group counseling.

An electrician's mate aboard USS Wasp, Port Hueneme, Calif., 1st Class Tyrone Allen is recovering from a combat-related injury he suffered when a hatch blew off his helmet and struck him in the head during a training exercise. Allen is a veteran of Operation Iraqi Freedom and is a member of the 3rd Battalion, 124th Aviation Regiment, based in Port Hueneme, Calif.

Allen understands first hand the importance of effective employee assistance programs.

“IT is really unaccept- able that the backlog is as big as it is and it takes as long as it does for veterans to receive their claims,” said W. Scott Gould, the deputy VA secretary.

Gould said the VA's goal by 2015, he said, is for VA officials to adjudicate all claims within 125 days, on average. He said there are more than 3.5 million employees in the VA system.

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AFMC commander refines support priorities

By Monica D. Morales

AFMC Public Affairs

WRIGHT-PATTERSON AIR FORCE BASE, Ohio—When asked if he returned home with a to-do list after visiting select PACAF senior leaders during a 13-day trip in early March that took them to four countries and eight locations, it included stops in Alaska, Korea, Japan, Guam and Afghanistan.

“The team I took with me was primarily logistics, my supply-chain management team and my Air, Space and Landscape Ops team, because they are the ones most closely engaged in sustaining forward forces,” the general said.

While designed to acquire feedback directly from warfighters to determine how the command can best accomplish its logistics support and sustainment operations, the general said the trip provided an opportunity to observe innovative solutions in the field.

“We witnessed a wealth of ingenuity going on at all levels,” General Hoffman said.

According to Hoffman, the trip differed from others in years past, in that it included a view through the lens of General Hoffman’s role as the Air Force’s ‘war lead integrator’ for agile combat support. As such, he was responsible for an extended portfolio that includes base operations support and training, in addition to the sustainment acquisition activities across all Air Force installations.

General Hoffman emphasized the importance of the command’s role in keeping warfighters equipped with the parts and engineering support to continue their operations, including the personal dedicated work to workwarfight problems first before tackling routine matters.

Excerpts from the interview follow:

Q: What feedback did you receive from AFMC’s warfighter customers at the bases you visited and in the AOR?

A: We got universal positive feedback from all quarters. They get it; they know there are budget pressures and there are challenges in the parts supply system and so forth. Whether they are in the AOR or in Korea, Okinawa or Alaska, they know we are at the far end of the transportation line, but they were just as engaged as warfighters, they also knew they were our highest priority. They are not waiting for a part that exists somewhere in the system; it’s usually already on its way.

They also very much appreciate the quick turn—i.e. get this unoolized feedback everywhere. If they’ve taken an airplane out of the hangar to fly a hole that’s already elongated and they need an engineer’s disposition—it that turnaround is usually within 24 hours. Overall, we are very appreciative of what the enterprise is doing for their sustainment.

Q: What messages did you deliver to those who rely on AFMC?

A: For deployed members, I wanted to ensure they understood how much we appreciate them. Our job here is to make them successful.

I also talked about the fiscal realities that we are confronting as we spend our money in the Air Force, the Department of Defense, and as a nation. Our fiscal habits have driven us to create our number one national security challenge, and that is a long-term economic health...fiscal solvency, if you will. As a nation, we spend a lot more than we take in revenue and that path is not sustainable over the long term. I wanted the warfighter to know all we need to good stewardship of every dollar we get and that the flow of dollars is not assured. We need to make sure that we fund each wave.

Q: What is AFMC doing well right now to support the warfighter?

A: Engineering quick-turn and visibility on warfighter challenges is part of what we are engaged in, so when they need that part, they know they have it. Quick-visible availability streamlines a process that finds them parts and gets it moving so they can get on their way—right there in Korea.

I stopped at places that are off my normal path, and even at locations not typically within AFMC, to view activities through the lens of the warfighter or the effects. We stopped at Ellington, where the warfighter availability streamlines parts availability to the fighter. We were doing some necessities of what the enterprise just not knowing the right way to get our support. It’s through numerous anecdotal examples that we learn what’s working, what previously unfulfilled needs we can react and where improvements are called for.

Q: What are some examples of items on your to-do list?

A: One example we saw at the Pacific Support Center—this is at Kadena in Okinawa—the Pacific Support Center and it does repairs that normally would be considered for their repairs, but they do them locally to avoid added transportation time and cost. The center doesn’t provide unlimited capability but it performs repairs like generator re-wire and handles component repair for our aircraft stationed in Korea and Japan.

Another one on this trip was a second I hadn’t used before, an impressive one, and that’s the fact that air-to-ground portion of a $100 million-to-$300 million USAF aircraft.”

Q: What is your question was, “Do we care how the parts are coming in?” Maybe it’s a bad design issue, or maybe it’s a matter of organizations just not knowing the right way to get our support. It’s through numerous anecdotal examples that we learn what’s working, what previously unfulfilled needs we can react and where improvements are called for.

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simulate a rise in altitude, they have a very simple device. The aircrew puts on their own equipment— their own helmets and masks that they would normally fly with—and there’s a way of metering the mixture of air going in that gives them the same effect, without sending them to an expensive TDY location or to a training chamber.

As another example, when we paint a C-17 we put on a primer coat and we put on a main coat. There’s a product available right now that may lead to just painting planes once without a primer. It looks to be promising—we would save a lot of dollars not only on the paint, but also the labor it takes to paint C-17’s.

Q: Was there any particular part of a base visit or specific moment that struck you during the trip?

A: When you get to Afghanistan itself, and we just went to the two large bases—Kandahar and Bagram—you see tens of thousands of people on each base. One is a NATO base, where all the NATO countries have their forces, and the other is more of an Army base. There are lots of Americans and partners out there working a common problem, figuring out command-and-control relationships, support relationships and doing it to the best of their ability. These are large bases with lots of moving parts, some with seven busy dining facilities, which gives you an idea of the magnitude of the ongoing 24-hour operations.

A moving moment came at the hospital, where we saw the magnificent care that’s available. If I ever need care—from a hangnail to heart surgery—I would want to be in one of these facilities. They have top-quality equipment, surgeons and technicians who can provide the initial care needed until patients are transported back home. The whole medical system gets patients from the battle or from the point of injury to the hospitals quickly, usually by helicopter. The survival rate has significantly improved.

Not only does the hospital staff take care of Americans and coalition partners, but they take care of the enemy. The only difference that you’ll see in that care is that there is an armed guard present when there is an enemy combatant being treated. Other than that, they get the same level of care... how many nations would do that?

Q: How many AFMC people were you able to talk to, and what were some of the job specialties they were doing?

A: We certainly saw them in Kadena because that is an AFMC unit at the Pacific Support Center. We saw AFMC people in the two deployed locations in the AOR, at Kandahar and at Bagram. They ranged from full colonels running a maintenance operation to junior Airman deployed in a variety of jobs, like security forces or aircraft maintenance. They are all highly motivated, very engaged in the fight they are in, and all well aware of the significance of their contributions.

Q: Do you have a message for all of AFMC that stems from this trip?

A: To the whole command, whether you are in the research business, the acquisition business, the sustainment business or the test business, the fruits of our labor are benefitting those in harm’s way. Every time a deployed Airman has a requirement, he or she is waiting for a solution. My message to the entire command is to continue the great support we’ve been providing. Don’t let anything sit in your inbox that could improve things for our fellow deployed military and civilian Airmen.
Spring Into Golf Programming

Arnold Golf Course

454-7076

The 2011 AEDC Intramural Golf league will begin April 11. This year’s league is open to 20-four person teams. Anyone with a golf handicap may be on a team, but the best four out of the total 13 has been established. Each team will play their first match Thursday, April 14. The Commissioner’s 9-hole golf scramble will be May 19 and registration is due by May 19. If you are interested in golfing, please sign up with the J. Nortch, 454-4771, or Lyle Sissom, 454-5199.

The Commander’s Skeet Shoot Annual Green Fee

To sign up for the Commander’s Skeet Shoot, your status must be DOD. Cost is $25 and includes lunch. Green fee is $15 per person. The Commander’s Skeet Shoot will be April 15. Check in will be 10 a.m. — 2 p.m. and the event will begin at 11 a.m. For more information, please contact Duncan2@arnold.af.mil.

April 1
– 10 percent discount on food and beverage purchases at the Arnold Club, including beer and wine.
– 10 percent discount on doughnut holes and pastries at the Arnold Club.

April 2
– 10 percent discount on food and beverage purchases at Crockett Cove.

April 3
– 10 percent discount on food and beverage purchases at the Arnold Club.

April 4
– 10 percent discount on beer and wine purchases at the Arnold Club.

April 5
– 10 percent discount on beer and wine purchases at Crockett Cove.

April 6
– 10 percent discount on beer and wine purchases at the Arnold Club.

April 7
– 10 percent discount on food and beverage purchases at Arnold Club.

April 8
– 10 percent discount on food and beverage purchases at Arnold Club.

April 9
– 10 percent discount on food and beverage purchases at Arnold Club.

April 10
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April 11
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April 12
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April 13
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April 15
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April 16
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April 28
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April 29
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April 30
– 10 percent discount on food and beverage purchases at Arnold Club.
the lodge, picnic tables, and parking lot. There are six travel trailers which are 30 feet in length and sleep up to six people. They have water, sewer, electric and propane accommodations. Each trailer has a deck, picnic table, four chairs and a lake view. The cost of renting each trailer is set up so the longer you stay the cheaper the cost. Pricing for one night is set at $40, a two-night stay is $75 and a six-night stay is $185. The maximum stay is 14 days. If no one has the trailer reserved after your 14-day stay you can extend your reservation for a maximum of 14 more days. Anyone wanting to stay for extended amounts of time must have approval from Services upper management. Pets are welcome for an upper management approval from Services.

The Air Force Arts & Crafts Gallery Showcase has been scheduled for April 16 at the Fitness Recreation building at time of check-in. Check-in for the trailers is 2 p.m. and check-out is 11 a.m. Call for more information or to make reservations.

Mobile Car Wash is coming to the GLC parking lot April 2 beginning at 9 a.m. A basic detail which includes hand washing, wheel cleaning and detailing. Cost is $25 to $30 depending on the size of the vehicle. Anyone interested must sign up in advance, at which time you will be given a confirmation number to present to Dr. Detail to obtain your car detailing.

Paintball is set for April 9. Ages 10 and older are invited to play. Must at Oinkar, Rac. at 9:30 a.m. Cost is $20 and includes lunch. Remember to wear long-sleeved shirts and long pants.

The Air Force Arts & Crafts Gallery Showcase entries are due April 19. Ages 6 to adult are invited to enter. The Artist-Craftsman entries must be titled specifically and appropriately. All photos must be titled. Email entries to phillip.e.buckner@arnold.af.mil. This gallery showcase is set to a contest all submissions selected at base level will be forwarded to headquarters who will then choose entries to forward to Air Force level for the gallery showcase website to be posted in the summer.

A Spring Time Flea Market has been scheduled for April 16 at the Tullahoma Fitness Center parking lot from 9 a.m.-4 p.m. Booth space is available to base personnel for $15 per 8-foot space and includes one table.

Swimming Lessons have been scheduled for June 20-24 and July 11-15. Cost is $15 per person and is for ages 6-months and older. The Parent-Tot Group (age 6-months to 4 years) will be held at 10 a.m. and ages 5-9 up will meet at 11 a.m. Classes will be Monday through Friday for 50 minutes each at the ALC beach. Deadline to sign up is June 18 and July 9 respectively.

Cost is $15 per person. This trip is for ages 16 and older. Sign up by May 23. If interested in video or pictures of your jump you must request this at time of reservation. Additional charges will apply for this service.

BRIEFS from page 14

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