AEDC’s F100 engine test underway to bring latest technology to sustain fighter

From left, Joan Clark, ATA instrument technician lead, and Paul Buckner, ATA working foreman, verify locations of instrumentation for troubleshooting discrepancies during a break in a test run of a F109 engine in AEDC’s J-1 test cell. (Photo by Rick Goodfriend)

Polce is busy planning more adventures for his retirement

Sen. Bob Corker is keynote speaker at annual ACC membership dinner Oct. 14

U.S. Senator Bob Corker will be the special guest speaker at the annual membership dinner of the Arnold Community Council (ACC). The event will be held Oct. 14 at the Manchester-Colice County Conference Center, located off Exit 14 in Manchester.

The reception begins at 5:30 p.m., with dinner at 6:30 p.m. and the program at 7:30 p.m.

Table sponsorships are available for the dinner. A “gold” sponsorship is $650 and includes 10 seats at a reserved table for four, individual one-year memberships and recognition in the program, dinner slideshow and on the ACC website.

“Silver” sponsorships are available for 

Sen. Bob Corker, right, was among the lawmakers Arnold Community Council members met during their trip to Washington D.C. in 2010. Senator Corker will be the keynote speaker at the council’s annual membership dinner Oct. 14. (Photo provided)
Ten years later
Threats losses of 9/11
reflect nation’s strength, strength
By Gen. Donald Hoffman
AFD Commander

WRIGHT-PATTERSON
AIRCRAFT CENTER
High Mach

Look around. Changes in the
military happen daily and the
Army, Navy, Air Force, and
Marines, as well as the
civilian employees under the
care of our heroes, Civilian
Employees, continue to
innovate and adapt. We
are a dynamic organization
that delivers results. It is
the responsibility of each
one of us to be ever vigilant
and maintain our immersion
in the Army

Reach out and let that true TEAM AEDC spirit shine!
By Don Polasek
AEDC’s 60th Anniversary System

My brother and his wife live in Florida and have two small grandchildren. My relationship is great with them and we try to see them as often as possible. I am fortunate to be able to travel throughout the year for work and these little thămosions have had a huge impact on my life. So, it’s not just the adults who are positive. Our children are our future and when we see someone where your relationship isn’t so good or would appreciate a little mending.

Can you imagine the
impacts that these
relationships have?
Can you imagine the stories of shaking
down our walls facilities while testing the likes of the
Mercury, Atlas, Apollo, Polaris and Dyanstoy programs
you will not, you will not
be able to.

TEAM AEDC spirit is
the fabric of our
organization.

Just think, a mere 60
years ago President Harry
S. Truman stood on the
Barkley Hotel balcony and
announced, “The atomic
bomb has been successfully
tested in the desert of New Mexico.”

It seems impossible
to comprehend the
magnitude of what
happened on that
day?

But we have been truc-
tly blessed with a team
of unbelievable talents and
equipment, it’s the SMURFS
telling us that these machines
that made all happen.

It seems that the
time we have been
spending with
our 60 years
of progress, Col.
United Air
service.

There are many
people who
have made
significant
contribution to
our country.
These patriots
sacrifice in
military opera-
tions and the
Army.

It was
as though
corporation.

Unfortunately,
there are
not-so-good
times that
might not be
as apparent
or would appreciate
a little mending.

And that relationship
could have a
positive impact on
our communities.

TEAM AEDC spirit is
the fabric of our
organization.

It seems impossible
to comprehend the
magnitude of what
happened on that
day?

But we have been truc-
tly blessed with a team
of unbelievable talents and
equipment, it’s the SMURFS
telling us that these machines
that made all happen.

It seems that the
time we have been
spending with
our 60 years
of progress, Col.
United Air
service.

There are many
people who
have made
significant
contribution to
our country.
These patriots
sacrifice in
military opera-
tions and the
Army.

It was
as though
corporation.

Unfortunately,
there are
not-so-good
times that
might not be
as apparent
or would appreciate
a little mending.

And that relationship
could have a
positive impact on
our communities.

TEAM AEDC spirit is
the fabric of our
organization.

It seems impossible
to comprehend the
magnitude of what
happened on that
day?

But we have been truc-
tly blessed with a team
of unbelievable talents and
equipment, it’s the SMURFS
telling us that these machines
that made all happen.

It seems that the
time we have been
spending with
our 60 years
of progress, Col.
United Air
service.

There are many
people who
have made
significant
contribution to
our country.
These patriots
sacrifice in
military opera-
tions and the
Army.

It was
as though
corporation.

Unfortunately,
there are
not-so-good
 times that
might not be
as apparent
or would appreciate
a little mending.

And that relationship
could have a
positive impact on
our communities.

TEAM AEDC spirit is
the fabric of our
organization.

It seems impossible
to comprehend the
magnitude of what
happened on that
day?

But we have been truc-
tly blessed with a team
of unbelievable talents and
equipment, it’s the SMURFS
telling us that these machines
that made all happen.

It seems that the
time we have been
spending with
our 60 years
of progress, Col.
United Air
service.

There are many
people who
have made
significant
contribution to
our country.
These patriots
sacrifice in
military opera-
tions and the
Army.

It was
as though
corporation.

Unfortunately,
there are
not-so-good
 times that
might not be
as apparent
or would appreciate
a little mending.

And that relationship
could have a
positive impact on
our communities.

TEAM AEDC spirit is
the fabric of our
organization.

It seems impossible
to comprehend the
magnitude of what
happened on that
day?

But we have been truc-
tly blessed with a team
of unbelievable talents and
equipment, it’s the SMURFS
telling us that these machines
that made all happen.

It seems that the
time we have been
spending with
our 60 years
of progress, Col.
United Air
service.

There are many
people who
have made
significant
contribution to
our country.
These patriots
sacrifice in
military opera-
tions and the
Army.

It was
as though
corporation.

Unfortunately,
there are
not-so-good
 times that
might not be
as apparent
or would appreciate
a little mending.

And that relationship
could have a
positive impact on
our communities.

TEAM AEDC spirit is
the fabric of our
organization.

It seems impossible
0
By Philip Lorenz III
president for research and development at AEDC.

that's in the wind tunnel,” he said. “This system has a probe that...”

“...there are other measuring techniques that...”

“...to validate flow calculations, which are needed...”

“...the students will have...”

“...to take advantage of...”

“...the graduation ceremony...”

“...the best in the American people,” he said. “Americans lived up to..."
Ron Polce and John Casey on the summit of Mount Whitney, Sept. 9, 2010. (Photo provided)
To say that Tom Hartvigsen wanted to be a pilot long before he came to work at AEDC is an understatement. He had his sights on being a pilot from the age of six. Hartvigsen, an engineer with AEDC’s Projects and Design Engineering Department, said when he was a young child he loved watching “Flying” films, a TV docu- mentary series on flight. “It was a show about various aspects of aviation and test flying and they showed dropping of the X-1 from the B-29, stuff like that,” he recalled. “I had to see every episode of that.” Hartvigsen’s interest in flying also included model airplanes. “My mother’s brother, John, was interested in model airplanes and I saw what he had and I said, ‘I’ve got to have one of those,’” he said. “So I started building my own, too. And John actually taught me how to fly my first control-line model.” His focus on flying continued through high school and into college. “I originally started out to be an instructor,” he said. “I wanted to be an airline pilot. About the time I got into college, the bottom fell out of the airline pilot market.” Science was another one of his passions. “I was always interested in science; I mean science was my best subject at school, by far,” he said. “I had a really good advantage in that my grade school science teacher was really good. He was like Mr. Wizard. And he was just a really good teacher and taught as the right stuff at that level, and at that age. So, I got a really good foundation in science from that. And I think of course I was always highly inter- ested in it, since I was three years old.” When Hartvigsen began attending Parks College of St. Louis University for an undergraduate degree in aerospace engineering, he said, “Learning to fly was still a goal.” “I always had the notion that I was going to eventually get my pilot’s license no matter what, even if I didn’t get to be an airline pilot,” he said. “I was going to get a plane and go out and go do some flying. At Parks College it was really easy because just about every student room in the dormitory had a flight instructor and it was actually time was charged to the air- port.” Scott Hardest, another student in his dorm, was Hartvigsen’s first flight in- structor. “He had a big influence on my early flying career,” Hartvigsen said, acknowl- edging that his interest in flying went beyond getting a private pilot’s license. “I was interested in aero- Hartvigsen said, acknowl- edging that his interest in flying went beyond getting a private pilot’s license. “I was interested in aerom- dynamics ever since I was a small child too. And of course my model airplanes were aerobatic as well.” When he entered AEDC in 1974, Hartvigsen was involved with mechan- ical design for the wind tunnel and, incidentally, that allowed him to do some work that reminded him of the time he had spent on model air- planes. “I was actually doing a wide variety of work, but some of it was design of wind tunnel models (astro- nautical wind tunnel mod- els),” he said. “But I was in a group that did a lot of stuff and we were working in the research areas, too. And I did a lot of arc heater pans and some of the stuff for the MH2 (magneto- hydrodynamic) generators. It was all design and I’m still doing design engineering.” Then in 1975, Hartvigsen took an experimental flight mechanics short course at UTMS that brought him into contact with someone he never expected to meet. “That was a really neat experience,” he said. “Of the guys in the course were test pilots. We had lectures (from different pro- fessors) like Neil Armstrong. “He gave a really good lecture on technique for test flying and had some really good movies footage of one of his test flights (that) didn’t go so well. It was of the LLRV (Lunar Landing Research Vehicle), a test vehicle for simulating the Lunar Lander.” He was connected with some of the pilots in the class, too. Although Hartvigsen got into the pilot’s license in 1975, he didn’t fly that many hours and flew in rental airplanes. “Before I got my own plane, I probably only had about 150 hours total,” he said. Another speaker at the UTMS flight mechanics short course was Bill Kerber, a NASA veteran and experienced aerobatic pilot in简单. “During the experimen- tal flight mechanics short course, Bill [did the spin] on that aircraft in a really mean way,” he said. “We put on a contest that summer, he said. “They’re watching you, so it can fly upside down.” • My airplane is equipped with inverted fuel and oil systems and has symmetric- al articulation and wings so it can fly upside down just as well as it flies right side up.” “When I’m going to stay in aerospace this year, I’d be probably going to advance to intermediate next year, he said. “I may not go any higher than intermediate because that’s pretty chal- lenging, especially for a person of my age.” Hartvigsen emphasized “You’re doing the same flight with an intermediate license.” Hartvigsen emphasized “You’re doing the same flight with an intermediate license.” Hartvigsen emphasized “You’re doing the same flight with an intermediate license.” “That was just a really neat experience,” he said. “During the experimen- tal flight mechanics short course was Bill Kerber, a NASA veteran and experienced aerobatic pilot in simple. “I actually did some of it was design of wind tunnel models (astro- nautical wind tunnel mod- els),” he said. “But I was in a group that did a lot of stuff and we were working in the research areas, too. And I did a lot of arc heater pans and some of the stuff for the MH2 (magneto- hydrodynamic) generators. It was all design and I’m still doing design engineering.” Then in 1975, Hartvigsen took an experimental flight mechanics short course at UTMS that brought him into contact with someone he never expected to meet. “That was a really neat experience,” he said. “Of the guys in the course were test pilots. We had lectures (from different profes- sors) like Neil Armstrong. “He gave a really good lecture on technique for test flying and had some really good movies footage of one of his test flights (that) didn’t go so well. It was of the LLRV (Lunar Landing Research Vehicle), a test vehicle for simulating the Lunar Lander.” He was connected with some of the pilots in the class, too. Although Hartvigsen got into the pilot’s license in 1975, he didn’t fly that many hours and flew in rental airplanes. “Before I got my own plane, I probably only had about 150 hours total,” he said. Another speaker at the UTMS flight mechanics short course was Bill Kerber, a NASA veteran and experienced aerobatic pilot in simple. “During the experimen- tal flight mechanics short course, Bill [did the spin] on that aircraft in a really mean way,” he said. “We put on a contest that summer, he said. “They’re watching you, so it can fly upside down.” • My airplane is equipped with inverted fuel and oil systems and has symmetric- al articulation and wings so it can fly upside down just as well as it flies right side up.” “When I’m going to stay in aerospace this year, I’d be probably going to advance to intermediate next year, he said. “I may not go any higher than intermediate because that’s pretty chal- lenging, especially for a person of my age.” Hartvigsen emphasized “You’re doing the same flight with an intermediate license.” Hartvigsen emphasized “You’re doing the same flight with an intermediate license.” Hartvigsen emphasized “You’re doing the same flight with an intermediate license.” “That was just a really neat experience,” he said. “During the experimen- tal flight mechanics short course was Bill Kerber, a NASA veteran and experienced aerobatic pilot in simple. “During the experimen- tal flight mechanics short course, Bill [did the spin] on that aircraft in a really mean way,” he said. “We put on a contest that summer, he said. “They’re watching you, so it can fly upside down.” • My airplane is equipped with inverted fuel and oil systems and has symmetric- al articulation and wings so it can fly upside down just as well as it flies right side up.” • My airplane is equipped with inverted fuel and oil systems and has symmetric- al articulation and wings so it can fly upside down just as well as it flies right side up.” “When I’m going to stay in aerospace this year, I’d be probably going to advance to intermediate next year, he said. “I may not go any higher than intermediate because that’s pretty chal- lenging, especially for a person of my age.” Hartvigsen emphasized “You’re doing the same flight with an intermediate license.” Hartvigsen emphasized “You’re doing the same flight with an intermediate license.” Hartvigsen emphasized “You’re doing the same flight with an intermediate license.” “That was just a really neat experience,” he said. “During the experimen- tal flight mechanics short course was Bill Kerber, a NASA veteran and experienced aerobatic pilot in simple. “During the experimen- tal flight mechanics short course, Bill [did the spin] on that aircraft in a really mean way,” he said. “We put on a contest that summer, he said. “They’re watching you, so it can fly upside down.” • My airplane is equipped with inverted fuel and oil systems and has symmetric- al articulation and wings so it can fly upside down just as well as it flies right side up.” • My airplane is equipped with inverted fuel and oil systems and has symmetric- al articulation and wings so it can fly upside down just as well as it flies right side up.” “When I’m going to stay in aerospace this year, I’d be probably going to advance to intermediate next year, he said. “I may not go any higher than intermediate because that’s pretty chal- lenging, especially for a person of my age.” Hartvigsen emphasized “You’re doing the same flight with an intermediate license.” Hartvigsen emphasized “You’re doing the same flight with an intermediate license.” Hartvigsen emphasized “You’re doing the same flight with an intermediate license.” “That was just a really neat experience,” he said. “During the experimen- tal flight mechanics short course was Bill Kerber, a NASA veteran and experienced aerobatic pilot in simple. “During the experimen- tal flight mechanics short course, Bill [did the spin] on that aircraft in a really mean way,” he said. “We put on a contest that summer, he said. “They’re watching you, so it can fly upside down.” • My airplane is equipped with inverted fuel and oil systems and has symmetric- al articulation and wings so it can fly upside down just as well as it flies right side up.” • My airplane is equipped with inverted fuel and oil systems and has symmetric- al articulation and wings so it can fly upside down just as well as it flies right side up.” “When I’m going to stay in aerospace this year, I’d be probably going to advance to intermediate next year, he said. “I may not go any higher than intermediate because that’s pretty chal- lenging, especially for a person of my age.” Hartvigsen emphasized “You’re doing the same flight with an intermediate license.” Hartvigsen emphasized “You’re doing the same flight with an intermediate license.” Hartvigsen emphasized “You’re doing the same flight with an intermediate license.” “That was just a really neat experience,” he said. “During the experimen-
As a special tribute to the 60th anniversary of Arnold AFB, U.S. Air Force A-10 West Coast Demonstration Team commander Capt. Joe “Rifle” Shetterly and P-51D “Mustang” pilot Vlado Lenoch performed a Heritage Flight flyover of AEDC just prior to the Independence Day air show in Tullahoma July 1. The Heritage Flight pairs up active-duty Air Force fighter jets with vintage warbird aircraft as a moving aerial tribute to honor the sacrifices of the men and women of America’s Air Force. The AEDC flyover logistics were paid for by the Momentum Foundation and the Tullahoma Kiwanis Club. The photo was taken by Antonio Gemma More. (Photo provided)

Jason Austin, AEDC public affairs director, explains the Propulsion Wind Tunnel’s Captive Trajectory System to a group of business leaders from the Manchester Area Chamber of Commerce during their base tour Aug. 11. The chamber members toured the base in lieu of their normal business meeting and shared a lunch with AEDC Commander Col. Michael Brewer at the ALC after their tour. (Photo by Rick Goodfriend)
High Mach: You officially retired from AEDC a number of years ago, but you still work here in the AMSG most week- days, right? You still keep coming back to work every day?

Dr. McGregor: Right now it’s a sensor that’s flying on the Missile Signature Center (AMSC). Near fields (NFIRE), Aug. 29.

I got involved at the beginning to be on the science team for it and one thing developed after another, so I feel obligated to keep on running.

NFIRE was supposed to be up for one to two years; we’re still going strong after a 60-year career in science, technology, and research.

Dr. Wheeler K. McGregor in August 29 at AEDC’s Missile Signature Center Center (AMSC), Aug. 29. (Photo by John Bownes, ATA)
New efforts enhance National Guard's response to Irene

By Airman 1st Class Dennis L. Sloan

McDonough-Lakehurst PA

Hurricane Irene moved into the area here Aug. 28 but has yet to make landfall.

Joint Base McGuire-Dix-Lakehurst experienced damaging winds and extreme rain, which caused flooding, base officials said. When the storm began to move out of the area Aug. 28 damage assessment teams spread out across the base.

"So far, currently, we have damage assessment teams driving the main and side roads of the base looking for flooding, base officials said. "A storm surge has overwhelmed the tidal influence of the ocean."

When Hurricane Irene hit the Joint Base New Jersey, the nation's second-largest military installation, it caused the greatest damage in the history of the Joint Base.

Hurricane Irene hit the Joint Base New Jersey, the nation's second-largest military installation, it caused the greatest damage in the history of the Joint Base.

Hurricane Irene hit the Joint Base New Jersey, the nation's second-largest military installation, it caused the greatest damage in the history of the Joint Base.

Hurricane Irene hit the Joint Base New Jersey, the nation's second-largest military installation, it caused the greatest damage in the history of the Joint Base.

Hurricane Irene hit the Joint Base New Jersey, the nation's second-largest military installation, it caused the greatest damage in the history of the Joint Base.

Hurricane Irene hit the Joint Base New Jersey, the nation's second-largest military installation, it caused the greatest damage in the history of the Joint Base.

Hurricane Irene hit the Joint Base New Jersey, the nation's second-largest military installation, it caused the greatest damage in the history of the Joint Base.

Hurricane Irene hit the Joint Base New Jersey, the nation's second-largest military installation, it caused the greatest damage in the history of the Joint Base.
A1A Boys, from left to right, David, Harvey, Lyle Suico, Chris Gibson and Mickey McRae, were the unbeaten A1E Golf Federation champs who were in the league that lasted for 11 weeks. Teams played a 9-hole round. The 2012 league will begin in mid-April. (Photos provided)

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.

A1E Holds ‘Em Champion. Sixteen players compete for the last two winners each week. Grand prizes will be given to the top three finishers.
EGLIN AFB, Fla. (AFNS) – Air Force of- ficials and the unveiling of the F-35A Lightning II joint strike fighter was a “historic occasion” during a rollout ceremony here Aug. 26.

The F-35A, on display during the ceremony, was delivered here in July by Lt. Col. Eric Smith, the Air Force’s first F-35 pilot.

“This is indeed a new era,” said Gen. Edward A. Rice Jr., the Air Education and Training Command commander and host of the milestone event.

The aircraft was developed in a span of only 15 years, one-eighth of the 118 total years powered flight has existed, he said. The F-35 brings advanced technologi- cal capabilities for the future and the nation’s defense — something the general explained was clearly un- imaginable when Orville and Wilbur Wright performed their maiden flight Dec. 17, 1903, at Kitty Hawk, N.C.

“The aircraft was developed in a span of only 15 years, one-eighth of the 118 total years powered flight has existed, he said. The F-35 brings advanced technologi- cal capabilities for the future and the nation’s defense — something the general explained was clearly un- imaginable when Orville and Wilbur Wright performed their maiden flight Dec. 17, 1903, at Kitty Hawk, N.C.

When the march reaches San Antonio on July 12. More than 20 security forces units will have participated when the march reaches Ground Zero on Sept. 11. “Together we will help complete 2,181-mile road march to commemorate the 10th anniversary of the terrorist attacks on Sept. 11, 2001,” and to honor the memories of our fallen service members. General McMillan said.

The ceremony marked the beginning of their participation in the Security Forces 9/11 Ruck March to Remember.

“On our enemies will never be for- gotten,” General McMillian said. “It takes to ensure mission es-

Air Force celebrates JSF arrival, rolls out nation’s airpower future

By Chrisisty Cutilla
33rd Fighter Wing Public Affairs

Gen. Edward Rice, the Air Education and Training Command commander, speaks to the crowd of 33rd Fighter Wing members and state and local leaders Aug. 26, 2011, at Eglin AFB, Fla., during the F-35 Lightning II joint strike fighter rollout ceremony. (Photo by Samuel King Jr.)

Ceremony kicks off NCR leg of 9/11 Ruck March to Remember

By Staff Sgt. Richard A. Williams Jr.
Air Force Public Affairs Agency

ARLINGTON, Va. (AFNS) – Security forces Airman from across the national capital region joined for a wreath laying ceremony Aug. 29 at the Pentagon.

The ceremony marked the 10th anniversary of the terrorist attacks on Sept. 11, 2001, and to honor the memories of our fallen service members.

General McMillan said.

The ceremony marked the beginning of their participation in the Security Forces 9/11 Ruck March to Remember.

“On our enemies will never be for- gotten,” General McMillian said. “It takes to ensure mission es-

Air Force celebrates JSF arrival, rolls out nation’s airpower future

By Chrisisty Cutilla
33rd Fighter Wing Public Affairs

Senior Airman Tiffany Trojca)


Gen. Edward Rice, the Air Education and Training Command commander, speaks to the crowd of 33rd Fighter Wing members and state and local leaders Aug. 26, 2011, at Eglin AFB, Fla., during the F-35 Lightning II joint strike fighter rollout ceremony. (Photo by Samuel King Jr.)

Ceremony kicks off NCR leg of 9/11 Ruck March to Remember

By Staff Sgt. Richard A. Williams Jr.
Air Force Public Affairs Agency

ARLINGTON, Va. (AFNS) – Security forces Airman from across the national capital region joined for a wreath laying ceremony Aug. 29 at the Pentagon.

The ceremony marked the 10th anniversary of the terrorist attacks on Sept. 11, 2001, and to honor the memories of our fallen service members.

General McMillan said.

The ceremony marked the beginning of their participation in the Security Forces 9/11 Ruck March to Remember.

“On our enemies will never be for- gotten,” General McMillian said. “It takes to ensure mission es-

Air Force celebrates JSF arrival, rolls out nation’s airpower future

By Chrisisty Cutilla
33rd Fighter Wing Public Affairs

Senior Airman Tiffany Trojca)


Ceremony kicks off NCR leg of 9/11 Ruck March to Remember

By Staff Sgt. Richard A. Williams Jr.
Air Force Public Affairs Agency

ARLINGTON, Va. (AFNS) – Security forces Airman from across the national capital region joined for a wreath laying ceremony Aug. 29 at the Pentagon.

The ceremony marked the 10th anniversary of the terrorist attacks on Sept. 11, 2001, and to honor the memories of our fallen service members.

General McMillan said.

The ceremony marked the beginning of their participation in the Security Forces 9/11 Ruck March to Remember.

“On our enemies will never be for- gotten,” General McMillian said. “It takes to ensure mission es-

Air Force celebrates JSF arrival, rolls out nation’s airpower future

By Chrisisty Cutilla
33rd Fighter Wing Public Affairs

Senior Airman Tiffany Trojca)


Ceremony kicks off NCR leg of 9/11 Ruck March to Remember

By Staff Sgt. Richard A. Williams Jr.
Air Force Public Affairs Agency

ARLINGTON, Va. (AFNS) – Security forces Airman from across the national capital region joined for a wreath laying ceremony Aug. 29 at the Pentagon.

The ceremony marked the 10th anniversary of the terrorist attacks on Sept. 11, 2001, and to honor the memories of our fallen service members.

General McMillan said.

The ceremony marked the beginning of their participation in the Security Forces 9/11 Ruck March to Remember.

“On our enemies will never be for- gotten,” General McMillian said. “It takes to ensure mission es-

Air Force celebrates JSF arrival, rolls out nation’s airpower future

By Chrisisty Cutilla
33rd Fighter Wing Public Affairs

Senior Airman Tiffany Trojca)

WASHINGTON (AFNS) – An ambulance carrying the last inpatient from Walter Reed Army Medical Center here slowly made its way out of the Georgia Avenue gate Aug. 27, pausing briefly for the crowd of flag-waving troop supporters and shouts of “Thank you for your service! We love you!”

As the ambulance turned north on Georgia Avenue toward the National Naval Medical Center in Bethesda, Md., the once-bustling Walter Reed hospital fell silent.

This early morning move of inpatients, one to an ambulance, marked the end of an era for Walter Reed and its 102 years of Army medicine that has saved hundreds of thousands of military lives.

Walter Reed and the National Naval Medical Center are consolidating as one medical center as mandated by the 2005 Base Realignment and Closure Act. The Army and Navy complex on the grounds of Bethesda will be renamed the Walter Reed National Military Medical Center.

“Walter Reed has been the Army’s flagship of military medicine since 1909, and cared for service members during World War I and World War II, the Korean conflict, the Vietnam War, and the decade-long wars in Iraq and Afghanistan,” said Army Col. Norvell Coots, the Walter Reed commander. “The name lives on, and it’s a new beginning for our health care system.”

Earlier expectations were to move 150 patients this weekend, Coots said, but the number was reduced to 50, and gradually became 18 by Aug. 27 after eight were moved to Bethesda Aug. 26. Walter Reed’s staff also was able to discharge and relocate many other patients who wanted to be hospitalized closer to their homes.

With Hurricane Irene bearing down on the East Coast, the move was made a day earlier than planned.

When the Red Cross flag comes down from the front of the hospital later in the day, it will signal the final closing of the iconic medical center.

“The Red Cross flag is the symbol of health and healing, and symbolizes the end of physical patient care at Walter Reed,” Coots said.

Walter Reed has been the Army’s flagship of military medicine since 1909, and cared for service members during World War I and World War II, the Korean conflict, the Vietnam War, and the decade-long wars in Iraq and Afghanistan.

A small post, Walter Reed had no room to expand and accommodate more wounded warriors, Coots said in a press conference earlier this summer. The medical center straddles a couple of neighborhood blocks between Georgia Avenue and 16th Street.

The Walter Reed garrison and installation will remain open until Sept. 15, Coots said. When the U.S. flag comes down that day, he added, the installation and the garrison will close for good.

Looking forward to a new beginning, Coots said the day was emotional as he walked the wards early in the morning, stopping in to check on each of the remaining 18 patients.

“Sometimes afterward, Walter Reed will become the property of the District of Columbia government, and the State Department is expected to take over the hospital building.

When Hurricane Irene comes calling, Coots said the day was emotional as he walked the wards early in the morning, stopping in to check on each of the remaining 18 patients.

“Still there’s an energy you can feel in those halls,” he said. “It’s an energy that’s left behind from the hundreds of thousands of patients we’ve treated in these 102 years, and the tens of thousands of staff members.

“We take Walter Reed with us,” Coots added. “And we leave a piece of it here.”

Spads celebrate 94 years of air dominance

The 94th Fighter Squadron celebrates its 94th anniversary by burning a piano in a traditional ceremony Aug. 19, at Langley AFB, Va. The ceremony was adopted from the Royal Air Force to celebrate the lives of fallen pilots who played piano during World War II.

Spad refers to the French biplane fighter aircraft used in World War I by the 94th FS. First Lt. Edward Rickenbacker, named America’s “Ace of Aces” during the war, was credited with 26 of the squadron’s 70 kills during World War I, flying the fighter. (Photo by Airman 1st Class Rachael Watson)
Former AFMC vice commander reflects on tenure, transition to new post

By Monica D. Morales

AFB, Ohio – Progress – that’s the legacy Air Force Materiel Command Vice Commander Li Gen. Janet Wolfenbarger hoped to leave behind as her tenure at Headquarters AFMC drew to a close last week.

“As I look back on this time frame, my hope is that I will be remembered not only for taking care of the command’s mission, but also for the progress made in process improvement activities that are truly making our Air Force better,” the general said during a recent interview.

Last week General Wolfenbarger departed from Headquarters AFMC to fill the post of the military deputy to the Assistant Secretary of the Air Force at Acquisition at the Pentagon in Washington, D.C.

On Aug. 2, 2011, the Senate confirmed the reassignment of General Wolfenbarger from AFMC vice commander to military deputy to the Assistant Secretary of the Air Force for Acquisition. Upon assuming her duties as AFMC vice commander in December 2009, the general became the Air Force’s highest ranking woman.

As vice commander, General Wolfenbarger holds responsibility for providing research and development, acquisition management, test and evaluation and logistics support for a variety of Air Force aircraft and weapon systems.

The general is quick to high-light that professionalism and dedication stand out foremost in her mind as the defining characteristics of AFMC’s civilian and military members.

“I have appreciated the opportunity to engage with our very capable and professional AFMC work force, and each day serves to remind me of the expertise and dedication our people bring to the AFMC mission,” she said.

Before walking the halls of the headquarters building one last time before stepping into her new position, General Wolfenbarger shared a final message with the more than 80,000 personnel of AFMC.

“Recognize and take pride in the role you play in executing AFMC’s mission,” the general said. “It’s important to understand just how critical your role is to our Air Force and, ultimately, to our nation.”

During her 20-month assignment as vice commander, the command made significant strides toward achieving integrated Lifecycle Management and refining the requirements generation process. Much of the progress within these domains, she said, reaches far beyond the scope of AFMC.

General Wolfenbarger said that chief among the command’s accomplishments during her time at AFMC is the conversion of the command structure from wings, groups and squadrons to directorates, divisions and branches.

“We went through one of the largest single, simultaneous reorganizations in our command’s history,” the general said.

The command-wide reorganization was driven in part by the Acquisition Improvement Plan, or AIP, goal calling for clear chains of command that allow for role clarity and accountability within organizations. The AIP was a significant effort launched by Air Force Secretary Michael Donley and Chief of Staff Gen. Norton Schwartz in May 2009 to help the service recapitalize acquisition excellence.

The command structure also created new slots for Program Executive Officers, or PEOs – the senior officials responsible for acquisition program execution. In turn, these changes established a more manageable span of control for PEOs and instituted stronger functional management throughout the command.

This transition resulted in advancements toward Integrated Lifecycle Management, which the general said is truly the “business that this command is all about.”

The second AIP goal executed by the command during General Wolfenbarger’s leadership fell within the requirements generation process, specifically by documenting roles and responsibilities for the AFMC commander – an arena in which AFMC had not previously held a role.

“This allowed, within our Air Force, the AFMC four-star’s voice to be heard in the lifecycle management community, in a way that didn’t exist in the past,” the general said. “That really brings us to more feasible, more executable program requirements that serve our Air Force much better than in the past.”

Added focus and attention on air logistics centers’ performance also resulted in initiatives that honed in on part shortages and manpower.

“During my time at AFMC, we’ve witnessed the air logistics centers pull out the stops to meet customer expectations and, in particular, to support our warfighters in the area of responsibility,” she said.

While these accomplishments serve as great strides for the command, General Wolfenbarger noted that her role as the AFMC vice commander also provided her with a broader, more “seasoned understanding” of the Air Force and Defense Department – an element she said is critical to her new job at the Pentagon.

“As a major command vice commander, I’ve had the opportunity to participate in a whole host of forums and undertakings directed by Air Force senior leadership. That has resulted, for me, in a much deeper understanding of Air Force-wide challenges and not just those unique to AFMC,” she said.