center played role in development and performance testing for Boeing aircraft engine

By Philip Lorenz III
Aerospace Testing Alliance

News of the Boeing 787 Dreamliner’s first commercial flight recently caught the attention of a lot of people, including AEDC’s Doug Hodges. In 2007, Hodges was one of the engineers working with a team to conduct ground testing on the Trent 1000, the engine that powered the first passenger flight.

“The Trent 1000 is the most fuel-efficient, cleanest, and quietest large engine Rolls-Royce has developed to date,” Hodges said. “AEDC’s ability to accurately measure thrust and fuel flow at altitude flight conditions greatly helped Rolls-Royce achieve these improvements.

“...the AEDC test was the only altitude...
### Smoking Policy

1. The following revised AEDC smoking policy is effective immediately. Smoking is permitted in designated areas identified with a "smoke only" sign. This policy is effective for all AEDC personnel. All smoking materials and smoke products, including e-cigarettes, must be purchased at the AEDC commissary. The use of tobacco products, including e-cigarettes, is prohibited in any area where smoking is not allowed. Smoking is not permitted in restrooms, elevators, hallways, or any other area of the building, except for designated smoking areas.

2. The maximum daily usage of any tobacco product, including e-cigarettes, is limited to one packet.

3. Smoking is not permitted on AEDC property during any medical evacuation, and smoking is not permitted in any area where medical evacuation is in progress.

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

5. Due to the nature, appearance, and safety concerns of electronic cigarettes (also known as "e-cigs"), they are considered to be in the same category of tobacco products whose use has been regulated by the U.S. Food and Drug Administration. This includes the sale, dispensing, possession, and use of these products. E-cigarettes are subject to the same regulations as traditional cigarettes, and their use is not allowed on AEDC property.

6. All smoking is prohibited in areas where smoking is not allowed, and anyone violating this policy may be subject to disciplinary action.

7. This policy applies to all AEDC personnel, including contractors, vendors, and visitors.

### Test Center

The High Mach Test Center in Arnold Air Force Base, Tennessee, is the only independent test center in the world dedicated to testing the performance of hypersonic aircraft and missiles. The center is known for its ability to test aircraft and missiles at Mach 5 or higher, and it is considered to be one of the most advanced test centers in the world.

### Staff

Nurture, enable and treat people with dignity and respect.

### Demonstrate the highest standards

To ensure the success of the mission, we must have the highest standards and work together as a team.

### About the AEDC

The AEDC is an independent test center that is responsible for testing new technologies and weapons systems for the U.S. military. The center is located in Arnold Air Force Base, Tennessee, and it is known for its ability to test aircraft and missiles at Mach 5 or higher.
All Angel Tree "adoptions" already taken

is important to look at the test
tests, in real time,” he said. “It
weapons systems.
Force Flight Test Center, Ed-
(TIPP) program between Air
Planning and Programming
would be expected in flight test.
represent the real world that
we are generating will correctly
something that is very important
to them to make full use of that
experience.”

think that there is one group that
chose more than one child, and I
AEDC team members participat-
ed in the Angel Tree program.
The Angel Tree is a national pro-
gram to help the families of AEDC
workers.

...”The third goal is doing online
planning and programming
was finding the right people to
challenge of establishing the branch

Families/Healthy Start helps first-
youth served by the program.

Families/Healthy Start helps first-

...”The second goal is doing online
test and evaluation, from concept to
development and production,

AEDC employees serving as angels
All Angel Tree “adoptions” already taken

Disadvantaged mid-state chil-
dren are once again benefit from the
generosity of AEDC employ-
ees who offer their support as “ado-
pated by AEDC employees. Just as
they do through the Angel Tree,
also do in the test area.

...”The fourth goal, for which we
...”We’ve had a very successful
time over the years with doing that.
...”There are approximately 120
people register as early as pos-
sponsors AEDC’s annual Air Force
Marathon. The event has been a
regular event for more than a
time parents adjust to their new

...”The年度 challenges...”
...”We’re a young branch” he
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PARKER from page 1

Parker next became a systems engineer in the Space Chambers, where he designed the space environment to test infrared sensors.

That experience led to the opportunity to work for the Air Force, which was looking for somebody who had expertise in that type of testing. Parker got the job to run the original AEDC Space Test Branch, where he managed the Anti-satellite weapon (ASAT), Global Positioning Satellite (GPS), Titan payload fairing and numerous other tests.

Next, Parker was assigned as the program director for Test Facility Acquisitions, where he promoted AEDC as the site for the DCADE facility, converted the 19-cell chamber from space propulsion to sensor testing, added the independent drive system to 4T and managed the Base Realignment and Closure (BRAC) relocation of SL-2, SL-3, T-11 and T-12.

For his next assignment, Parker was detailed to the AF headquarters and Department of Defense (DOD) to work on the National Wind Tunnel Complex (NWTC).

"That was a joint Navy, Air Force, DOD-industry team, and that took three years out of my life. Basically traveling. I averaged about 240 days of TDY (temporary duty) a year for three years supporting that program."

Upon his return to AEDC full-time, Parker became the base civil engineer for a few months and then moved to the Test Business Management Office in late 1999. There he began developing the test side of the Program Objective Memorandum (POM), forecasting and defining AEDC's needs for budget in future years and running the business programming shop for anything that was done in the Test Directorate. "I did that from '96 to '01, when I was selected to run the Investments Division," Parker said. "I kind of went back to what I was doing before NWTC, but at a higher grade and probably more programs at one time."

Some of the projects began during his time in Investments included the Propulsion Consolidation Streamline (PC&S), the 3-H-Are Heater and the Propulsion Wind Tunnel (PWT) Sustainment, which included the new starting system, control room and another dryer in PWT.

Modifications to the AEDC facilities for the DECADE facility, originally envisioned as a state where we can reconfigure of what we have, adding new environments or rebuilding improving the things that we already have.

"If you're going to operate in the future, you're going to have to constantly modify, keep things in a state where we can support today's and tomorrow's weapons systems with what we have."

Since becoming director of Plans and Programs, part of Parker's responsibility has been helping the commander frame and sell the value of AEDC's weapons system development.

"It's making sure that Arnold's future is looked at as we program money through the bureaucratically challenging Planning, Programming, Budgeting and Execution System (PPBES) of DOD," he said. "We have to define today what we got for the next six years of work, and then face on today if we want to have anything coming in 14 and beyond, and so we must build that with the help of everybody at the center."

Parker said another part of Plans and Programs involves intelligence and keeping track of developments in foreign technology.

"We've had a lot of smart engineers come through Arnold," he said. "Their ability to look at things and deduce what it will be used for helps the intelligence community put a face on what other countries are doing. It also involves things that we need to be thinking about."

ATA Deputy General Manager Phil Stich said Parker has contributed to many successes across the AEDC mission during his career.

"I have had pleasure of working with Jim on a couple of major projects, the 4T independent drive system and the National Wind Tunnel Complex, and he has always represented AEDC very well," Stich said. "On the development of the National Wind Tunnel Complex, Jim spent at least two years on the road as AEDC's lead, with (almost) no complaints. He has been a great guy to work with and I am certain that he will enjoy his retirement."

Throughout his career, much of Parker's job has dealt with planning for AEDC's future, which he is optimistic about, despite struggling economy and looming budget cuts.

"I'm optimistic," he said. "I'm also realistic. I read the paper, I also have insight into things that you don't see in the paper. Things are going to have to be different, but we've got the right people in place to lead and guide that change. The center will continue to provide services to the acquisition system in the future. There's no doubt in my mind about that."

Parker's personal plans beyond retirement haven't been finalized beyond immortalizing himself in his hobbies and family activities.

"I have no professional plans after retirement, but I do plan on playing more golf," Parker said. "I built a woodshop a number of years ago and I really enjoy doing woodwork. I like to make furniture, either period reproductions or of my own design."

J.Y. Parker, Frank Jackson and J.C. Murphy at the groundbreaking for the 4T independent drive system (IDS). (Photo provided)

J.Y. Parker, Frank Jackson and J.C. Murphy at the groundbreaking for the 4T independent drive system (IDS). (Photo provided)

Parker said he hopes to get back into genealogy research, which he put on hold in the late 1990s. He also wants to spend more time with his 7-year-old grandson, who enjoys golf, baseball and working in the woodshop.

"There are a lot of challenges in AEDC's future," he said. "Colonel Brewer constantly reminds me, 'You're going to miss the flight.' Maybe, but probably not.

"I'm ready to not wake up at night thinking about things that I ought to be doing. I just feels right. There's a good team left to pick-up, and that's fine."
Tullahoma police will close several streets tonight for the Tullahoma Chamber of Commerce 55th Annual Christmas Parade. Beginning at 5 p.m., the Tullahoma Police Department will close Jackson Street to northbound traffic at Carroll Street as the parade entries line up. Volney, Decherd, Warren, and Lauderdale Streets will also close at Jackson at 5:00.

At approximately 6:15 p.m., Jackson Street will be closed at Lincoln and Wilson Streets, and all streets in between (Grunedy, Moore, Grizzard, Hogan, Blackwell, Carver, and Opae). At 6:30 Jackson Street will be closed at Big Springs Avenue and Jack Farrar Lane. Jackson Street will remain closed until the parade’s conclusion at approximately 9 p.m.

To prevent congestion, no vehicles other than parade entries will be allowed onto South Jackson at the Civic Center after 5 p.m.

Police say motorists can avoid traffic congestion immediately prior to and during the parade hours by taking either Cedar Lane or Washington Streets.

Tullahoma streets closing tonight for annual parade

LEGO® League

At right, South Middle School student Jacob Luthi watches as his FIRST® LEGO® League team’s robot performs its tasks at the competition Nov. 19 at East Middle School. Several AEDC and ATA employees participated in the event, including ATA Deputy General Manager Phil Stick, below, who emceed the event. (Photos by Andrea Stephens)

Air Force leaders collaborate on total force future

By Col. Bob Thompson
Air Force Reserve Public Affairs

WASHINGTON (AFNS) – Air Force senior leaders are looking at ways to balance the ratio of regular and reserve component Airmen to create the most effective and efficient combat capability in austere budget times. Secretary of the Air Force Michael Donley is leading collaborative efforts between active, Reserve and Guard leaders to find the right force composition that will ensure the total force remains healthy and viable.

“Finding the right balance of regular, Reserve and Guard forces is the key to maintaining future Air Force capabilities during dramatic period of budget austerity,” said Air Force Chief of Staff Norton Schwartz.

Of the forces serving on active duty today in the combat air forces, 58 percent are active-duty Airmen and 42 percent are from the reserve component - made up of Air Force Reserve and Air National Guard - according to Donley in a speech to the Air Force Association in September. The total force leaders are working together closely to determine the right mix for the active and reserve components which is economical, sustainable and meets the nation’s and combatant commanders’ requirements.

“One of our biggest lessons learned is that we do have access to reserve component Airmen on short notice,” Schwartz said. “They have stepped up to the plate every time we’ve called to perform both daily operations, as well as strategic surge operations.”

Another key link to maintaining the right mix of regular and reserve component Airmen is to make it easier to move in and out of active-duty status so our Airmen can serve our country, retain successful careers and still save taxpayers’ money, Schwartz said.

“Our Reserve and Guard programs are exceptionally efficient and cost-effective,” he said. “Twenty years of combat have taught us that we rely on Reserve Airmen to answer the call of service when our nation needs them.”

At a recent meeting at Bolling Air Force Base, Md., Donley conferred with Schwartz as well as Undersecretary of the Air Force Erin Conaton, Assistant Secretary of the Air Force for Manpower and Reserve Affairs Daniel Ginsberg, Air Force Vice Chief of Staff Gen. Phillip M. Breedlove, Gen. Craig R. McKinley Jr., the chief of the National Guard Bureau; Lt. Gen. Charles E. Stenner Jr., the chief of the Air Force Reserve; and Lt. Gen. Harry M. Wyatt III, the director of the Air National Guard.

“We need to capitalize on the incredible synergy we gain from reserve and regular Air Force Airmen working as one team,” Schwartz said. “With the proper balance, I know we can create the strategic depth and an immediate-response force that is efficient, effective and has a combat capability second to none.”

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AFMC Development Newsroom

By Bryan D. Carneal
National Museum of the U.S. Air Force

KANDAHAR AIRFIELD, Afghanistan (AFNS) – The Air Force's somber remembrance of the visit to Kandahar Airfield, Afghanistan, Nov. 16-17 to meet with Airmen serving here.

Air Force Chief of Staff Gen. Norton Schwartz met with fellow Airmen in their work centers and also discussed a variety of services-wide issues at an "all-call.

The general began his remarks by challenging the Airmen assigned to Kandahar and the 451st Air Expeditionary Wing to continue striving for both individual and team excellence.

"This is a wing unlike any other wing in our Air Force," General Schwartz said. "There is not a com- posite organization like this on the planet. The reason it works so well is because, yes, we have in- dividual excellence, but collectively, we dominate in a way that nobody else does.

"That's the beauty of it," he said. "It doesn't mat- ter if we're active duty or Reserve, civil service or civilian or contractor ...

"It's the willingness of your voice, your face, your voice to do things online — some of which works pretty well, but it still puts pressure on the folks in the squadrons to do all this 'back of the house' stuff on the fly.

"But the concern I have is that con- solidation has put a lot of pressure at the squadron level. We've taken a lot of the support out of the squadrons, so now people have to do things online — some of which works pretty well, but it still puts pressure on the folks in the squadrons to do all this 'back of the house' stuff on the fly.

"In order to save both dollars and manpower, we will continue to consoli- date where it makes sense," Schwartz answered. "The concern is that con- solidation effort is creating an in- terdisciplinary project that we rock and roll together. The general went on to talk about the budgetary

"The Air Force is go- ing to get smaller," he said. "We'll have fewer airplanes, probably fewer wings, probably fewer squadrons. But whatever size we end up, we are still going to be a super Air Force.

Then General Schwartz gave the Airmen a preview of Air Expeditionary Force Next, which, if approved, will replace the AEP buck-cket-three system currently in use.

"The solution is to trim those wings instead of steps, and to not take all the squadron," he said. "We think this will turn it. We will allow it to deploy in more 'unit-type' style with home station supervision.'

From there, General Schwartz encouraged Airmen to ask questions and voice their concerns. One Airmen asked the general, "What is the Air Force's consolidation effort?" The general posed the chal- lenge to the Air Force to keep the Airmen involved in their own career development.

"It doesn't matter if you have a military or a civilian career, the Air Force will give Air Force engineers a lot of

Another exhibit, the Early Years, World War II, Korean, War Memorial and Research & Development Highlights, the Holocau- st Exhibit and Memorial and AirParks. It's a monthly service.

Gen. Robin Olds. The story of

The museum's Virtual Tour consists of 92 high-definition panoramic nodes. All of the nodes are available online, but not all areas are currently in the virtual exhibit. In addition to the Southeast Asia War Gal- lery, visitors can experience

The museum offers on- line visitors various ways to experience the tour, whether it is downloading images from iTunes or accessing the tour through handheld devices or other mobile technologies. Each node eventually will contain clickable images to the aircraft and artifacts, which will be hyperlinked to fact sheets, supplemental information and educational materials.
Milestones

50 YEARS
Larry Phillips, ATA

50 YEARS
Farris Anderson, ATA
Jimmy Hill, ATA
Alice Ford, ATA

30 YEARS
Gregg Beitel, ATA
Debbie Breeden, ATA
Kimberly Mead, ATA
Glenda Perry, ATA
Kent Kingery, ATA
Richard Gunn, ATA
Jerry Bean, ATA

25 YEARS
Rocco Simeri Jr, ATA
Suzanne Moore, ATA
Karl Smartt, ATA
Richard House, ATA

20 YEARS
Daryl Osteen, ATA
Michael Gold, ATA
Vickie Seaton, ATA

15 YEARS
Joshua Diller, ATA
Shannon Tant, ATA

5 YEARS
Jere Gifford, ATA
Edward Bromson III, ATA

4 YEARS
Joshua Diller, ATA
Shannon Tant, ATA

OUTBOUND MILITARY
Master Sgt. John McDowell
Tech Sgt. Jamie Johnson
1st Lt. Antonio Brunson

RETIREMENTS
Bobby Smith, ATA
Gary Lewandowski, AF

NEW Hires
Marty Land, ATA
Tommy Cross, ATA
Siavash Sefibakht, AF

PROMOTIONS
Thomas Northcott, ATA
David Gladney, ATA

Free Falling

U.S. Air Force Academy cadets with the Air Force Wings of Blue Parachute Competition Team perform at the U.S. Parachuting Association’s national Championships Nov. 3 in Eloy, Ariz. The “Air Force Intrepid” competition team took first place in the four-person intermediate free-flying event. (U.S. Air Force photo)

AEDC Information Line
454-3600
The AEDC Information Line is available for ATA employees to get the latest information on a wide variety of emergency circumstances that could impact base operations or driving conditions.
26th Annual Arnold Air Force Base Turkey Trot
November 17, 2011

Team Winners
1. Senior Discount – 78:24:00
2. TTS – 82:27:00
3. Hypo Sonics – 87:13:00

Individual Winners
1. 1st Lt. Brad Chronister – 15:39:00
2. Eric Nelius – 19:04:00
3. 2nd Lt. Matt Karczewski – 19:30:00
HANSCOM AIR FORCE BASE, Mass. – Recent flight tests conducted by a combined team from the Electronic Systems Center, the Space and Missile Systems Center, MIT Lincoln Laboratory and MITRE Corp. have shown that the low-profile Advanced Multi-band Communications Antenna, installed on a wide-body aircraft, can effectively support high-speed Ka-band and EHF communications.

The tests demonstrated that the AMCAS meets needed performance characteristics, such as small size and weight, easy installation, consistent performance in all directions and the ability to mount to the aircraft skin. The system will provide secure, long-range military satellite communications connectivity to all military airborne platforms – providing voice, video and data capabilities.

“This antenna could represent a major breakthrough in supporting multi-megabit-per-second-class air-to-air communications using the WGS [Wideband Global Satcom, or [Advanced Extremely High Frequency]] satellites,” said David Madden, MILSATCOM Systems Directorate director at Space and Missile Systems Center, Missile Systems Center, MIT Lincoln Lab and MITRE Corp. shows that this low-profile antenna can support high-speed Ka-band and EHF communications on wide-body aircraft.

MILSATCOM terminals can be installed and operated on airborne platforms.”

“As it stands today, some military aircraft typically connect through commercial systems. The government, then, must pay for that commercial usage, Madden said. Connecting through military satellites would alleviate the necessity to pay those fees.

Moreover, because the AMCAS is already developed, users need only to fund integration and providing, he said. The Air Force also recognized the need to develop a closer air ia-irchell integration with the Navy. Without full institutional support, the arrangement and cooperative successes between the two services would be difficult to implement onboard operational platforms. In effect, the same configurations could be implemented onboard operational platforms such as [the AWACS, Joint STARS, transport and tanker air-

Anti-access and area-denial strategies of potential adversaries, he said. The Air Force also recognized the need to develop a closer air-sea integration with the Navy. Without full institutional support, the arrangement and cooperative successes between the two services would be difficult to implement onboard operational platforms. In effect, the same configurations could be implemented onboard operational platforms such as [the AWACS, Joint STARS, transport and tanker air-

VCSAF: America is an air and space nation

Talks about areas that could be improved

By Mitch Gettle

Air Force Public Affairs

WASHINGTON (AFNS) – The Air Force vice chief of staff discussed many topics concerning the current and future state of America’s airpower at the Air Force Association’s 2011 Global Warfare Symposium Nov. 18 in Los Angeles.

Airpower has made the United States a global power, Gen. Phil Breedlove said.

“America is an air and space nation. In almost every category the U.S. has been the global benchmark for airpower has made the United States a global power, Gen. Phil Breedlove said.

Gen. Phil Breedlove told an audience of approximately 300 AFA members, Airmen and industry officials attending the annual conference that “it has allowed us to achieve unprecedented connectivity, facilitating our nation’s economic rise as well as our ability to influence events around the world away from within,” he said.

General Breedlove said America is an air and space nation and in almost every category the U.S. has been the global benchmark for airpower. The unique combination of speed and flexibility has made airpower the key to our strategic agility – and in the future of smaller, less-permissive military forces, agility will be the name of the game, he said.

Speed and flexibility, two tenants of agility, provide the Air Force with the strategic, operational and tactical ability to rapidly move between theaters of operation, General Breedlove said. For example, with on-going air operations in Iraq and Afghanistan, the Air Force was able to simultaneously provide support to the Japanese earthquake humanitarian operations and provide combat air support to NATO over Libya.

“The ability to swiftly move from one theater of operation to the next, unimpeded by mountains, deserts, straits or vast oceans, allows our national leaders the strategic flexibility to choose – and when to disengage – from any event that may occur,” he said.

General Breedlove said that the ability to perform air operations in the quick-built-up and response to the Libya crisis relied on intelligence, surveillance and reconnaissance assets for not only strategic, but operational and tactical planning as well, the general said.

“We have the ability to quickly move from one theater of operation to the next, unimpeded by mountains, deserts, straits or vast oceans, allowing our national leaders the strategic flexibility to choose – and when to disengage – from any event that may occur,” he said. “This ability to rapidly move from one theater of operation to the next, unimpeded by mountains, deserts, straits or vast oceans, allows our national leaders the strategic flexibility to choose when to engage – and when to disengage – from any event that may occur,” he said.

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Gen. David Madden, MILSATCOM Systems Directorate director at Space and Missile Systems Center, Missile Systems Center, MIT Lincoln Laboratory and MITRE Corp. showed that this low-profile antenna can provide the nation. (U.S. Air Force photo/Lou Hernandez)

See ANTENNA, page 14

AMCAS antenna can help speed communications

By Patti Walsh

Air Force Space Group Public Affairs

AMCAS antenna can help speed communications
Air Force leaders issue holiday safety message

WASHINGTON (AFNS) – Secretary of the Air Force Michael B. Donley, Air Force Chief of Staff Gen. Norton Schwartz and Chief Master Sgt. of the Air Force James A. Cody send the following holiday safety campaign message to all Air Force personnel:

“Safety never takes a holiday” is the theme of this year’s holiday safety campaign. We urge all Airmen, uniformed and civilians, to take a few extra minutes to thoughtfully think through your holiday plans and use sound risk management when traveling and participating in winter activities.

“Never pressure anyone to drink? One drink is 1.5 ounces of distilled liquor, 5 ounces of wine or 12 ounces of beer. Some of the consequences to binge drinking are death from alcohol poisoning, aspiration, and heart arrhythmias, health officials said. Binge drinking is also linked to legal problems such as DUIs, public intoxication, drunk and disorderly, domestic violence and assaults. Of course, prolonged or heavy use can lead to liver damage and heart disease. Alcohol is rapidly absorbed into the bloodstream, initially causing disinhibition, then acting as a depressant. A hangover from the night before is a sign that the body is going through withdrawal from alcohol. One unfortunate consequence of the holiday season is a sharp increase in alcohol-related accidents and deaths. Many partygoers don’t drink often, leaving them with low tolerance and more vulnerability to the alcohol’s effects, officials said. At the other extreme are problem drinkers who find plenty of social occasions to drink and may feel less inhibited at parties where alcohol is liberally served. Not to mention, most of these folks more than likely are drinking and driving. If you are hosting a party and serving alcohol, here are some steps to ensure that all guests are comfortable and that alcohol does not become a problem:

– Never pressure anyone to have a drink.
– Offer a selection of non-alcoholic beverages as well as plenty of food.
– Stop serving alcohol at least one hour before the party ends.
– Don’t serve alcohol to an intoxicated guest.
– Don’t let anyone who is drunk or had more than the recommended driving phone home.
– Promote having a plan and a designated driver prior to attending the party.
– Because individuals are so different, it is difficult to give specific advice about drinking. But certain facts are clear — there’s no way to speed up the brain’s recovery from alcohol and alcohol-related health problems. But drinking too much, too fast can make good decisions when you are drinking too much, too fast. So this holiday season, do not underestimate the effects of alcohol. If you drink have a plan:

– Set limits — no more than three drinks for the evening. Keep count.

– Pace yourself. Have ‘drink spacers’ — make every other drink a nonalcoholic one.

– Call a taxi/friend/family member supervisor and

– Have a designated driver.

Lastly, consider the consequences of an arrest or a potentially fatal crash, and make plans to get home safely and remember that a designated driver in someone who hasn’t had any alcohol, not simply the person in your group who hasn’t drunk the least. Have a safe holiday season!

(Courtesy of the 72nd Air Base Wing Alcohol Drug Abuse Prevention and Treatment Office)
It's that time of year again—when the annual Arnold AFB Youth Programs Bonnie Jeanne of the Youth Programs holds the winning ticket for the $10,000 scholarship. Congratulations Bonnie! A donation to the scholarship fund is always appreciated. To join or contribute, call 454-3051.

Several arctic friends will be making their way to the Snowmobile Rodeo at the Arnold Golf Course this coming Tuesday, December 20. Registration deadline is December 18. Call Infrastructure, 454-3095, for more information.

Mulligan's Cafe Bar & Grill is open 10 a.m. to 2 p.m. Monday through Thursday. A continental breakfast and Saturday and Sunday, Cali call ahead orders for takeout or carry out, 454-FOOD (363).

Arnold Golf Course is a 9 hole par 3 course seven days a week through February. Call 454-1850. For greens fees, call 454-1855.

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WASHINGTON – The Department of Defense has announced that the TRICARE® Management Activity (TMA) has directed Science Applications International Corp. (SAIC) to provide one year of credit monitoring and restoration services to patients who express concern about their credit as a result of a data breach that occurred in Texas and was reported to TMA on Sept. 14.

Approximately 4.9 million patients treated at military hospitals and clinics during the last 20 years may have been affected by the breach. Potentially affected patients are being notified by letter.

“These additional proactive security measures exceed the industry standard to protect against the risk of identity theft,” said Brig. Gen. W. Bryan Gamble, TMA deputy director. “We take very seriously our responsibility to offer patients peace of mind that their credit and quality of life will be unaffected by this breach.”

Immediately upon learning of the recent SAIC data breach TRICARE posted information about the data breach on their website at www.tricare.mil to inform their beneficiaries. There is no evidence any of the data has actually been accessed by a third party, and analysis shows the chance any data was actually compromised is low. Proactive measures are being taken to ensure potentially affected patients are kept informed and protected.

Concerned individuals may contact the SAIC Incident Response Call Center, Monday through Friday, 9 a.m. to 6 p.m. Eastern time at (855) 366-0140 (toll free) for U.S. callers and (952) 556-8312 (collect) internationally.

(Information provided by the Office of the Assistant Secretary of Defense Public Affairs.)

ANTENNA

When the project began in 2004, the ESC AMCAS Program Office, MIT LL as well as MITRE set out to find the best possible solution to a user requirement for a new airborne SATCOM antenna. MIT LL team members David Snider, AMCAS chief engineer, and Dr. Steve Targonski, technical staff, working in conjunction with the ESC program office and MITRE, found that users wanted something smaller, lighter and more durable that could provide consistent communications independent of the aircraft’s orientation. Additionally, because of aerodynamic concerns, the antenna would also have to be less than 10 inches in diameter so that aircraft would not lose any time on station.

“They said it is a good fit, just what they were looking for,” said Scott Hardiman, Space and Nuclear Networks Division acting chief. “This is quite an accomplishment. It is the first time the technology has been proven; we have a successful prototype. We now hope the users will realize how advantageous this capability can be for them.”
By Glen Lazalier

AEDC has been an invaluable contributor to the security of our country for all of these 60 years and I have been privileged to be a part of it for 46 of those years. It was very difficult to select the “most memorable moments” or a time in which I felt “most excited” about my career at AEDC. Should the occasions when we encountered difficulties and obstructions that were solved by the application of brains, sweat and persistence in various mixes rise to the top? Or should those times in which we exceeded expectations of the aerospace community be the ones that are most memorable? There has been a plenitude of both of these categories in my time at AEDC.

Early in my career (1966) AEDC tested the boilerplate second stage of the Apollo vehicle that placed the first man on the moon. The 2-4 rocket test cell was the premier rocket test cell in the world and made absolutely essential contributions to the knowledge base needed to get to the moon. Maybe that should be the “most memorable moment,” but, maybe not.

In the late 1960s and the early 1970s, the Rocket Test Facility morphed into the Engine Test Facility as the emphasis shifted to air breathing propulsion. I was extremely fortunate to play a role in the development of standardized test methods and evaluation methodologies for turbojet engine compression stability. These methodologies are still in use in the development of every new turbine engine that the U.S. Air Force and the U.S. Navy will be using for decades to come. So perhaps that is the “most memorable moment,” but, maybe not.

In the early 1980s, the Aeropropulsion Systems Test Facility (ASTF) was brought on line as the absolutely top capability propulsion test facility in the world. Again, I was a part of it that day that did not occur in those 30 years and now, some 30 years later, ASTF is playing a vital role in the development of the engines for the F-35, our latest strike fighter.

Is that the “most memorable moment?” Maybe or maybe not.

Perhaps the “most memorable moment” involves those times when you fell my lot to lead an effort to understand a “failure” of an actual test article or one of our models.

Way back in 1973 one of the developmental engines for the Pratt & Whitney F101 engine family experienced a catastrophic failure in the T-4 engine test cell.

We did not have all the current rules concerning uncertainty of work then so I was able to see the normal arrival at about 7 a.m. through the failure at about 11 a.m. that day until the close-of-business the next day (about 34 hours).

When I went home that day we knew the cause of the failure thanks to the dedicated team of analysts who worked alongside me over the whole period. Or perhaps it was the time we encountered a violent unknown acoustic interaction in testing one of the early “X-series numbers” of the Advanced Tactical Fighter in an ASTF test cell in the late 1980s that threatened to stop testing of this vital system.

A whole lot of people worked very hard to develop a workaround for that and, finally, after another around-the-clock effort we were successful. The final understanding of the phenomena involved experts from NASA Langley, Georgia Tech Research Institute, Florida State from 30 years over that period. So, does that contain the “most memorable moment?” Maybe or maybe not.

In the final analysis, I cannot select a single time, event or action inside or outside of AEDC that constitutes the “most memorable moment.” Rather, I think of the aggregation of all these times, events and actions that together are the very important consequences of working at AEDC. All of them are important to this country.

For me that single “most memorable moment” comes when I sit back and reflect on the opportunities afforded me to serve our country. It is then that I believe it is possible that because of something I did (with the help of many other skilled and dedicated people), one of our service members has (or some day will) come home walking on two feet instead of a in a body bag. May God continue to bless AEDC and its efforts to bring peace to the world.

November 23, 2011